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## SUMMARY ON THE ACTIVITIES OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE FOR THE 113TH CONGRESS

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### ONE HUNDRED THIRTEENTH CONGRESS

FIRST SESSION  
JANUARY 3, 2013–DECEMBER 16, 2013  
and  
SECOND SESSION  
JANUARY 7, 2014–DECEMBER 16, 2014

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### COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

U.S. HOUSE OF REPRESENTATIVES



DECEMBER 30, 2014.—Committed to the Committee of the Whole House  
on the State of the Union and ordered to be printed

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## Union Calendar No. 549

113TH CONGRESS } 2d Session }	HOUSE OF REPRESENTATIVES {	REPORT 113-718
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### SUMMARY ON THE ACTIVITIES OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE FOR THE 113th CONGRESS

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DECEMBER 30, 2014.—Committed to the Committee of the Whole House on the State  
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Mr. SHUSTER, from the Committee on Transportation and  
Infrastructure, submitted the following

### REPORT

#### **JURISDICTION OF THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

The jurisdiction of the Committee on Transportation and Infrastructure, as prescribed by clause 1(r) of rule X of the Rules of the House of Representatives, is as follows:

(1) Coast Guard, including lifesaving service, lighthouses, lightships, ocean derelicts, and the Coast Guard Academy.

(2) Federal management of emergencies and natural disasters.

(3) Flood control and improvement of rivers and harbors.

(4) Inland waterways.

(5) Inspection of merchant marine vessels, lights and signals, lifesaving equipment, and fire protection on such vessels.

(6) Navigation and laws relating thereto, including pilotage.

(7) Registering and licensing of vessels and small boats.

(8) Rules and international arrangements to prevent collisions at sea.

(9) The Capitol Building and the Senate and House Office Buildings.

(10) Construction or maintenance of roads and post roads (other than appropriations therefor).

(11) Construction or reconstruction, maintenance, and care of buildings and grounds of the Botanic Garden, the Library of Congress, and the Smithsonian Institution.

(12) Merchant marine (except for national security aspects thereof).

(13) Purchase of sites and construction of post offices, custom-houses, Federal courthouses, and Government buildings within the District of Columbia.

(14) Oil and other pollution of navigable waters, including inland, coastal, and ocean waters.

(15) Marine affairs, including coastal zone management, as they relate to oil and other pollution of navigable waters.

(16) Public buildings and occupied or improved grounds of the United States generally.

(17) Public works for the benefit of navigation, including bridges and dams (other than international bridges and dams).

(18) Related transportation regulatory agencies (except the Transportation Security Administration).

(19) Roads and the safety thereof.

(20) Transportation, including civil aviation, railroads, water transportation, transportation safety (except automobile safety and transportation security functions of the Department of Homeland Security), transportation infrastructure, transportation labor, and railroad retirement and unemployment (except revenue measures related thereto).

(21) Water power.

**RULES OF THE COMMITTEE ON TRANSPORTATION AND  
INFRASTRUCTURE, UNITED STATES HOUSE OF REP-  
RESENTATIVES, 113TH CONGRESS**

(Adopted January 23, 2013)

*Rule I. General Provisions*

(a) *Applicability of House Rules.*—

(1) *In general.*—The Rules of the House are the rules of the Committee and its subcommittees so far as applicable, except that a motion to recess from day to day, and a motion to dispense with the first reading (in full) of a bill or resolution, if printed copies are available, are non-debatable privileged motions in the Committee and its subcommittees.

(2) *Subcommittees.*—Each subcommittee is part of the Committee, and is subject to the authority and direction of the Committee and its rules so far as applicable.

(3) *Incorporation of House Rule on Committee procedure.*—rule XI of the Rules of the House, which pertains entirely to Committee procedure, is incorporated and made a part of the rules of the Committee to the extent applicable. Pursuant to clause 2(a)(3) of rule XI of the Rules of the House, the Chairman of the Committee is authorized to offer a motion under clause 1 of rule XXII of the Rules of the House whenever the Chairman considers it appropriate.

(b) *Publication of Rules.*—Pursuant to clause 2(a) of rule XI of the Rules of the House, the Committee's rules shall be publicly available in electronic form and published in the Congressional Record not later than 30 days after the Chairman is elected in each odd-numbered year.

(c) *Vice Chairman.*—The Chairman shall appoint a vice chairman of the Committee and of each subcommittee. If the Chairman of the Committee or subcommittee is not present at any meeting of the Committee or subcommittee, as the case may be, the vice chairman shall preside. If the vice chairman is not present, the ranking member of the majority party on the Committee or subcommittee who is present shall preside at that meeting.

*Rule II. Regular, Additional, and Special Meetings*

(a) *Regular Meetings.*—Regular meetings of the Committee shall be held on the first Wednesday of every month to transact its business unless such day is a holiday, or the House is in recess or is adjourned, in which case the Chairman shall determine the regular meeting day of the Committee for that month. A regular meeting of the Committee may be dispensed with if, in the judgment of the Chairman, there is no need for the meeting. This paragraph shall not apply to meetings of any subcommittee.

(b) *Additional Meetings.*—The Chairman may call and convene, as he or she considers necessary, additional meetings of the Committee for the consideration of any bill or resolution pending before the Committee or for the conduct of other Committee business. The Committee shall meet for such purpose pursuant to the call of the Chairman.

(c) *Special Meetings.*—If at least three members of the Committee desire that a special meeting of the Committee be called by the Chairman, those members may file in the offices of the Committee their written request to the Chairman for that special meeting. Such request shall specify the measure or matter to be considered. Immediately upon the filing of the request, the clerk of the Committee shall notify the Chairman of the filing of the request. If, within 3 calendar days after the filing of the request, the Chairman does not call the requested special meeting to be held within 7 calendar days after the filing of the request, a majority of the members of the Committee may file in the offices of the Committee their written notice that a special meeting of the Committee will be held, specifying the date and hour thereof, and the measure or matter to be considered at that special meeting. The Committee shall meet on that date and hour. Immediately upon the filing of the notice, the clerk of the Committee shall notify all members of the Committee that such meeting will be held and inform them of its date and hour and the measure or matter to be considered; and only the measure or matter specified in that notice may be considered at that special meeting. Such notice shall also be made publicly available in electronic form and shall be deemed to satisfy paragraph (d)(1).

(d) *Notice.*—

(1) *Minimum notice period.*—Pursuant to clause 2(g)(3) of rule XI of the Rules of the House, the Chairman shall make a public announcement of the date, place, and subject matter of a Committee or subcommittee meeting, which may not commence earlier than the third day on which members have notice thereof.

(2) *Changes in meeting times.*—A meeting may commence sooner than announced if the Chairman, with concurrence of the ranking minority member, determines there is good cause

to begin the meeting sooner or the Committee or subcommittee so determines by majority vote, a quorum being present for the transaction of business. The Chairman shall make a public announcement of the meeting time change at the earliest possible opportunity.

(3) *Notification of Daily Digest Clerk.*—The clerk of the Committee shall notify the Daily Digest Clerk of the Congressional Record as soon as possible after a public announcement of a time change for a Committee or subcommittee meeting is made under this paragraph.

(e) *Prohibition on Sitting During Joint Session.*—The Committee may not sit during a joint session of the House and Senate or during a recess when a joint meeting of the House and Senate is in progress.

### *Rule III. Meetings and Hearings Generally*

(a) *Minimum Period For Availability of Committee Markup Text.*—Pursuant to clause 2(g)(4) of rule XI of the Rules of the House, the Chairman shall make publicly available, in electronic form, the text of any legislation to be marked up at least 24 hours prior to the commencement of a meeting for the markup of legislation, or at the time of a meeting announcement under paragraph (a)(2)(B) of Committee Rule II if made within 24 hours before such meeting.

(b) *Open Meetings.*—Each meeting for the transaction of business, including the markup of legislation, and each hearing of the Committee or a subcommittee shall be open to the public, except as provided by clause 2(g) of rule XI of the Rules of the House.

(c) *Meetings To Begin Promptly.*—Each meeting or hearing of the Committee shall begin promptly at the time so stipulated in the public announcement of the meeting or hearing.

(d) *Addressing the Committee.*—Except as provided under paragraph (e) of Committee Rule VI, a Committee member may address the Committee or a subcommittee on any bill, motion, or other matter under consideration—

(1) only when recognized by the Chairman for that purpose; and

(2) only for 5 minutes, or for a period of time designated by the Chairman with concurrence of the ranking minority member, until such time as each member of the Committee or subcommittee who so desires has had an opportunity to address the Committee or subcommittee.

A member shall be limited in his or her remarks to the subject matter under consideration. The Chairman shall enforce this paragraph.

(e) *Participation of Members in Subcommittee Meetings and Hearings.*—All members of the Committee who are not members of a particular subcommittee may, by unanimous consent of the members of such subcommittee, participate in any subcommittee meeting or hearing. However, a member who is not a member of the subcommittee may not vote on any matter before the subcommittee, be counted for purposes of establishing a quorum, or raise points of order.

(f) *Broadcasting.*—Whenever a meeting for the transaction of business, including the markup of legislation, or a hearing is open

to the public, that meeting or hearing shall be open to coverage by television, radio, and still photography in accordance with clause 4 of rule XI of the Rules of the House. Operation and use of any Committee Internet broadcast system shall be fair and nonpartisan and in accordance with clause 4(b) of rule XI of the Rules of the House and all other applicable rules of the Committee and the House. Further, pursuant to clause 2(e)(5) of rule XI of the Rules of the House, the Committee shall provide audio and video coverage of each hearing or meeting for the transaction of business in a manner that allows the public to easily listen to and view the proceedings. The Committee shall also maintain the recordings of such coverage in a manner that is easily accessible to the public.

(g) *Access to the Dais and Lounges.*—Access to the hearing rooms' daises and to the lounges adjacent to the Committee hearing rooms shall be limited to Members of Congress and employees of Congress during a meeting or hearing of the Committee unless specifically permitted by the Chairman or ranking minority member.

(h) *Use of Cellular Telephones.*—The use of cellular telephones in the Committee hearing room is prohibited during a meeting or hearing of the Committee.

(i) *Availability of Text of Amendments in Electronic Form.*—Pursuant to clause 2(e) of rule XI of the Rules of the House, not later than 24 hours after the adoption of any amendment to a measure or matter considered by the Committee, the Chairman shall cause the text of the amendment to be made publicly available in electronic form.

*Rule IV. Power to Sit and Act; Power to Conduct Investigations; Oaths; Subpoena Power*

(a) *Authority To Sit and Act.*—For the purpose of carrying out any of its functions and duties under rules X and XI of the Rules of the House, the Committee and each of its subcommittees, is authorized (subject to paragraph (d)(1))—

(1) to sit and act at such times and places within the United States whether the House is in session, has recessed, or has adjourned and to hold such hearings; and

(2) to require, by subpoena or otherwise, the attendance and testimony of such witnesses and the production of such books, records, correspondence, memorandums, papers, and documents, as it deems necessary.

(b) *Authority To Conduct Investigations.*—

(1) *In general.*—The Committee is authorized at any time to conduct such investigations and studies as it may consider necessary or appropriate in the exercise of its responsibilities under rule X of the Rules of the House and (subject to the adoption of expense resolutions as required by rule X, clause 6 of the Rules of the House) to incur expenses (including travel expenses) in connection therewith.

(2) *Major investigations by subcommittees.*—A subcommittee may not begin a major investigation without approval of a majority of such subcommittee.

(c) *Oaths.*—The Chairman, or any member designated by the Chairman, may administer oaths to any witness.

(d) *Issuance of Subpoenas.*—

(1) *In general.*—A subpoena may be issued by the Committee or subcommittee under paragraph (a)(2) in the conduct of any investigation or activity or series of investigations or activities, only when authorized by a majority of the members voting, a majority being present. Such authorized subpoenas shall be signed by the Chairman of the Committee or by any member designated by the Committee. If a specific request for a subpoena has not been previously rejected by either the Committee or subcommittee, the Chairman of the Committee, after consultation with the ranking minority member of the Committee, may authorize and issue a subpoena under paragraph (a)(2) in the conduct of any investigation or activity or series of investigations or activities, and such subpoena shall for all purposes be deemed a subpoena issued by the Committee. As soon as practicable after a subpoena is issued under this rule, the Chairman shall notify all members of the Committee of such action.

(2) *Enforcement.*—Compliance with any subpoena issued by the Committee or subcommittee under paragraph (a)(2) may be enforced only as authorized or directed by the House.

(e) *Expenses of Subpoenaed Witnesses.*—Each witness who has been subpoenaed, upon the completion of his or her testimony before the Committee or any subcommittee, may report to the offices of the Committee, and there sign appropriate vouchers for travel allowances and attendance fees. If hearings are held in cities other than Washington, D.C., the witness may contact the counsel of the Committee, or his or her representative, before leaving the hearing room.

#### *Rule V. Quorums and Record Votes; Postponement of Votes*

(a) *Working Quorum.*—One-third of the members of the Committee or a subcommittee shall constitute a quorum for taking any action other than the closing of a meeting pursuant to clauses 2(g) and 2(k)(5) of rule XI of the Rules of the House, the authorizing of a subpoena pursuant to paragraph (d) of Committee Rule IV, the reporting of a measure or recommendation pursuant to paragraph (b)(1) of Committee Rule VII, and the actions described in paragraphs (b), (c), and (d) of this rule.

(b) *Quorum for Reporting.*—A majority of the members of the Committee or a subcommittee shall constitute a quorum for the reporting of a measure or recommendation.

(c) *Approval of Certain Matters.*—A majority of the members of the Committee or a subcommittee shall constitute a quorum for approval of a resolution concerning any of the following actions:

(1) A prospectus for construction, alteration, purchase or acquisition of a public building or the lease of space as required by section 3307 of title 40, United States Code.

(2) Survey investigation of a proposed project for navigation, flood control, and other purposes by the Corps of Engineers (section 4 of the Rivers and Harbors Act of March 4, 1913, 33 U.S.C. 542).

(3) Construction of a water resources development project by the Corps of Engineers with an estimated Federal cost not exceeding \$15,000,000 (section 201 of the Flood Control Act of 1965).



(4) Deletion of water quality storage in a Federal reservoir project where the benefits attributable to water quality are 15 percent or more but not greater than 25 percent of the total project benefits (section 65 of the Water Resources Development Act of 1974).

(5) Authorization of a Natural Resources Conservation Service watershed project involving any single structure of more than 4,000 acre feet of total capacity (section 2 of P.L. 566, 83rd Congress).

(d) *Quorum for Taking Testimony*.—Two members of the Committee or subcommittee shall constitute a quorum for the purpose of taking testimony and receiving evidence.

(e) *Record Votes*.—A record vote may be demanded by one-fifth of the members present.

(f) *Postponement of Votes*.—

(1) *In general*.—In accordance with clause 2(h)(4) of rule XI of the Rules of the House, the Chairman of the Committee or a subcommittee, after consultation with the ranking minority member of the Committee or subcommittee, may—

(A) postpone further proceedings when a record vote is ordered on the question of approving a measure or matter or on adopting an amendment; and

(B) resume proceedings on a postponed question at any time after reasonable notice.

(2) *Resumption of proceedings*.—When proceedings resume on a postponed question, notwithstanding any intervening order for the previous question, an underlying proposition shall remain subject to further debate or amendment to the same extent as when the question was postponed.

(g) *Availability of Record Votes in Electronic Form*.—Pursuant to clause 2(e)(1)(B)(i) of Rule XI of the Rules of the House, the Chairman shall make the result of any record vote publicly available for inspection at reasonable times in the offices of the Committee and in electronic form within 48 hours of such record vote.

## Rule VI. Hearing Procedures

(a) *Announcement of Hearing*.—

(1) *Minimum notice period*.—Pursuant to clause 2(g)(3) of Rule XI of the Rules of the House, the Chairman shall make a public announcement of the date, place, and subject matter of a Committee or subcommittee hearing, which may not commence earlier than the 1 week after such notice.

(2) *Changes in hearing times*.—A hearing may commence sooner than announced if the Chairman, with concurrence of the ranking minority member, determines there is good cause to begin the hearing sooner or the Committee so determines by majority vote, a quorum being present for the transaction of business. The Chairman shall make a public announcement of the hearing time change at the earliest possible opportunity.

(3) *Notification of Daily Digest Clerk*.—The clerk of the Committee shall notify the Daily Digest Clerk of the Congressional Record as soon as possible after a public announcement of a time change for a Committee or subcommittee hearing is made under this paragraph.

(b) *Written Statement; Oral Testimony*.—

(1) *Filing of statement.*—So far as practicable, each witness who is to appear before the Committee or a subcommittee shall file with the clerk of the Committee or subcommittee, at least 2 working days before the day of his or her appearance, a written statement of proposed testimony and shall limit his or her oral presentation to a summary of the written statement.

(2) *Truth in testimony information.*—Pursuant to clause 2(g)(5) of rule XI of the Rules of the House, in the case of a witness appearing in a nongovernmental capacity, a written statement of proposed testimony shall include a curriculum vitae and a disclosure of the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the 2 previous fiscal years by the witness or by an entity represented by the witness.

(3) *Availability of information in electronic form.*—Statements filed under this paragraph, with appropriate redaction to protect the privacy of the witness, shall be made publicly available in electronic form not later than 1 day after the witness appears.

(c) *Minority Witnesses.*—When any hearing is conducted by the Committee or any subcommittee upon any measure or matter, the minority party members on the Committee or subcommittee shall be entitled, upon request to the Chairman by a majority of those minority members before the completion of such hearing, to call witnesses selected by the minority to testify with respect to that measure or matter during at least 1 day of hearing thereon.

(d) *Summary of Subject Matter.*—Upon announcement of a hearing, to the extent practicable, the Committee shall make available immediately to all members of the Committee a concise summary of the subject matter (including legislative reports and other material) under consideration. In addition, upon announcement of a hearing and subsequently as they are received, the Chairman shall make available to the members of the Committee any official reports from departments and agencies on such matter.

(e) *Opening Statements; Questioning of Witnesses.*—

(1) *Opening Statements.*—

(A) *Chairman and Ranking Member.*—At a hearing of the Full Committee, the Chairman and ranking minority member of the Committee shall each be entitled to present an oral opening statement of 5 minutes. At a hearing of a subcommittee, the Chairman and ranking minority member of the Committee and the Chairman and ranking minority member of the subcommittee shall each be entitled to present an opening statement for 5 minutes.

(B) *Other Members.*—At a hearing of the Full Committee or a subcommittee, other members of the Committee or subcommittee, as appropriate, may submit written opening statements for the record. The Chairman presiding over the hearing may permit oral opening statements by other members of the Committee or subcommittee, as appropriate, with the concurrence of the ranking minority member.

(2) *Questioning of Witnesses.*—The questioning of witnesses in Committee and subcommittee hearings shall be initiated by

the Chairman, followed by the ranking minority member and all other members alternating between the majority and minority parties. In recognizing members to question witnesses in this fashion, the Chairman shall take into consideration the ratio of the majority to minority members present and shall establish the order of recognition for questioning in such a manner as not to disadvantage the members of the majority nor the members of the minority. The Chairman may accomplish this by recognizing two majority members for each minority member recognized.

(f) *Procedures for Questions.*—

(1) *In general.*—A Committee member may question a witness at a hearing—

(A) only when recognized by the Chairman for that purpose; and

(B) subject to subparagraphs (2) and (3), only for 5 minutes until such time as each member of the Committee or subcommittee who so desires has had an opportunity to question the witness.

A member shall be limited in his or her remarks to the subject matter under consideration. The Chairman shall enforce this subparagraph.

(2) *Extended questioning of witnesses by members.*—The Chairman of the Committee or a subcommittee, with the concurrence of the ranking minority member, or the Committee or subcommittee by motion, may permit a specified number of its members to question a witness for longer than 5 minutes. The time for extended questioning of a witness under this subdivision shall be equal for the majority party and minority party and may not exceed 1 hour in the aggregate.

(3) *Extended questioning of witnesses by staff.*—The Chairman of the Committee or a subcommittee, with the concurrence of the ranking minority member, or the Committee or subcommittee by motion, may permit Committee staff for its majority and minority party members to question a witness for equal specified periods. The time for extended questioning of a witness under this subdivision shall be equal for the majority party and minority party and may not exceed 1 hour in the aggregate.

(4) *Right to question witnesses following extended questioning.*—Nothing in subparagraph (2) or (3) affects the right of a member (other than a member designated under subparagraph (2)) to question a witness for 5 minutes in accordance with subparagraph (1)(B) after the questioning permitted under subparagraph (2) or (3).

(g) *Additional Hearing Procedures.*—Clause 2(k) of rule XI of the Rules of the House (relating to additional rules for hearings) applies to hearings of the Committee and its subcommittees.

*Rule VII. Procedures for Reporting Bills, Resolutions, and Reports*

(a) *Filing of Reports.*—

(1) *In general.*—The Chairman of the Committee shall report promptly to the House any measure or matter approved by the Committee and take necessary steps to bring the measure or matter to a vote.

(2) *Requests for reporting.*—The report of the Committee on a measure or matter which has been approved by the Committee shall be filed within 7 calendar days (exclusive of days on which the House is not in session) after the day on which there has been filed with the clerk of the Committee a written request, signed by a majority of the members of the Committee, for the reporting of that measure or matter. Upon the filing of any such request, the clerk of the Committee shall transmit immediately to the Chairman of the Committee notice of the filing of that request.

(b) *Quorum; Record Votes.*—

(1) *Quorum.*—No measure, matter, or recommendation shall be reported from the Committee unless a majority of the Committee was actually present.

(2) *Record votes.*—With respect to each record vote on a motion to report any measure or matter of a public character, and on any amendment offered to the measure or matter, the total number of votes cast for and against, and the names of those members voting for and against, shall be included in the Committee report on the measure or matter.

(c) *Required Matters.*—The report of the Committee on a measure or matter which has been approved by the Committee shall include the items required to be included by clauses 2(c) and 3 of rule XIII of the Rules of the House.

(d) *Additional Views.*—If, at the time of approval of any measure or matter by the Committee, any member of the Committee gives notice of intention to file supplemental, minority, or additional views, all members shall be entitled to not less than 2 additional calendar days after the day of such notice (excluding Saturdays, Sundays, and legal holidays) in which to file such written and signed views in accordance with clause 2(l) of rule XI of the Rules of the House.

(e) *Activities Report.*—

(1) *In general.*—Not later than January 2 of each year, the Committee shall submit to the House a report on the activities of the Committee.

(2) *Contents.*—The report shall include—

(A) separate sections summarizing the legislative and oversight activities of the Committee under rules X and XI of the Rules of the House during the applicable period;

(B) in the case of the first such report in each Congress, a summary of the oversight plans submitted by the Committee under clause 2(d) of rule X of the Rules of the House;

(C) a summary of the actions taken and recommendations made with respect to the oversight plans specified in subdivision (B);

(D) a summary of any additional oversight activities undertaken by the Committee and any recommendations made or actions taken thereon; and

(E) a delineation of any hearings held pursuant to clauses 2(n), (o), or (p) of rule XI of the Rules of the House.

(3) *Filing.*—After an adjournment sine die of a regular session of a Congress, or after December 15, whichever occurs first, the Chairman may file the report described in subpara-

graph (1) with the Clerk of the House at any time and without approval of the Committee, provided that—

(A) a copy of the report has been available to each member of the Committee for at least 7 calendar days; and

(B) the report includes any supplemental, minority, or additional views submitted by a member of the Committee.

(f) *Other Committee Materials.*—

(1) *In general.*—All Committee and subcommittee prints, reports, documents, or other materials, not otherwise provided for under this rule, that purport to express publicly the views of the Committee or any of its subcommittees or members of the Committee or its subcommittees shall be approved by the Committee or the subcommittee prior to printing and distribution and any member shall be given an opportunity to have views included as part of such material prior to printing, release, and distribution in accordance with paragraph (d) of this rule.

(2) *Documents containing views other than member views.*—A Committee or subcommittee document containing views other than those of members of the Committee or subcommittee shall not be published without approval of the Committee or subcommittee.

(3) *Disclaimer.*—All Committee or subcommittee reports printed pursuant to legislative study or investigation and not approved by a majority vote of the Committee or subcommittee, as appropriate, shall contain the following disclaimer on the cover of such report: “This report has not been officially adopted by the Committee on Transportation and Infrastructure (or pertinent subcommittee thereof) and may not therefore necessarily reflect the views of its members.”

(4) *Compilations of laws.*—To the maximum extent practicable, the Committee shall publish a compilation of laws under the jurisdiction of each subcommittee.

(g) *Availability of Publications.*—Pursuant to clause 2(e)(4) of rule XI of the Rules of the House, the Committee shall make its publications available in electronic form to the maximum extent feasible.

#### *Rule VIII. Establishment of Subcommittees; Size and Party Ratios*

(a) *Establishment.*—There shall be 6 standing subcommittees. These subcommittees, with the following sizes (including delegates) and majority/minority ratios, are:

(1) Subcommittee on Aviation (32 Members: 18 Majority and 14 Minority).

(2) Subcommittee on Coast Guard and Maritime Transportation (18 Members: 10 Majority and 8 Minority).

(3) Subcommittee on Economic Development, Public Buildings, and Emergency Management (18 Members: 10 Majority and 8 Minority).

(4) Subcommittee on Highways and Transit (45 Members: 25 Majority and 20 Minority).

(5) Subcommittee on Railroads, Pipelines, and Hazardous Materials (32 Members: 18 Majority and 14 Minority).

(6) Subcommittee on Water Resources and Environment (32 Members: 18 Majority and 14 Minority).

(b) *Ex Officio Members.*—The Chairman and ranking minority member of the Committee shall serve as ex officio voting members on each subcommittee.

(c) *Ratios.*—On each subcommittee there shall be a ratio of majority party members to minority party members which shall be no less favorable to the majority party than the ratio for the Full Committee. In calculating the ratio of majority party members to minority party members, there shall be included the ex officio members of the subcommittees.

*Rule IX. Powers and Duties of Subcommittees*

(a) *Authority To Sit.*—Each subcommittee is authorized to meet, hold hearings, receive evidence, and report to the Full Committee on all matters referred to it or under its jurisdiction. Subcommittee chairmen shall set dates for hearings and meetings of their respective subcommittees after consultation with the Chairman and other subcommittee chairmen with a view toward avoiding simultaneous scheduling of Full Committee and subcommittee meetings or hearings whenever possible.

(b) *Consideration by Committee.*—Each bill, resolution, or other matter favorably reported by a subcommittee shall automatically be placed upon the agenda of the Committee. Any such matter reported by a subcommittee shall not be considered by the Committee unless it has been delivered to the offices of all members of the Committee at least 48 hours before the meeting, unless the Chairman determines that the matter is of such urgency that it should be given early consideration. Where practicable, such matters shall be accompanied by a comparison with present law and a section-by-section analysis.

*Rule X. Referral of Legislation to Subcommittees*

(a) *General Requirement.*—Except where the Chairman of the Committee determines, in consultation with the majority members of the Committee, that consideration is to be by the Full Committee, each bill, resolution, investigation, or other matter which relates to a subject listed under the jurisdiction of any subcommittee established in Committee rule VIII referred to or initiated by the Full Committee shall be referred by the Chairman to all subcommittees of appropriate jurisdiction within 2 weeks. All bills shall be referred to the subcommittee of proper jurisdiction without regard to whether the author is or is not a member of the subcommittee.

(b) *Recall from Subcommittee.*—A bill, resolution, or other matter referred to a subcommittee in accordance with this rule may be recalled therefrom at any time by a vote of a majority of the members of the Committee voting, a quorum being present, for the Committee's direct consideration or for reference to another subcommittee.

(c) *Multiple Referrals.*—In carrying out this rule with respect to any matter, the Chairman may refer the matter simultaneously to two or more subcommittees for concurrent consideration or for consideration in sequence (subject to appropriate time limitations in the case of any subcommittee after the first), or divide the matter into two or more parts (reflecting different subjects and jurisdic-

tions) and refer each such part to a different subcommittee, or make such other provisions as he or she considers appropriate.

*Rule XI. Recommendation of Conferees*

The Chairman of the Committee shall recommend to the Speaker as conferees the names of those members (1) of the majority party selected by the Chairman, and (2) of the minority party selected by the ranking minority member of the Committee. Recommendations of conferees to the Speaker shall provide a ratio of majority party members to minority party members which shall be no less favorable to the majority party than the ratio for the Committee.

*Rule XII. Oversight*

(a) *Purpose.*—The Committee shall carry out oversight responsibilities as provided in this rule in order to assist the House in—

(1) its analysis, appraisal, and evaluation of—

(A) the application, administration, execution, and effectiveness of the laws enacted by the Congress; or

(B) conditions and circumstances which may indicate the necessity or desirability of enacting new or additional legislation; and

(2) its formulation, consideration, and enactment of such modifications or changes in those laws, and of such additional legislation, as may be necessary or appropriate.

(b) *Oversight Plan.*—Not later than February 15 of the first session of each Congress, the Committee shall adopt its oversight plan for that Congress in accordance with clause 2(d)(1) of rule X of the Rules of the House.

(c) *Review of Laws and Programs.*—The Committee and the appropriate subcommittees shall cooperatively review and study, on a continuing basis, the application, administration, execution, and effectiveness of those laws, or parts of laws, the subject matter of which is within the jurisdiction of the Committee, and the organization and operation of the Federal agencies and entities having responsibilities in or for the administration and execution thereof, in order to determine whether such laws and the programs thereunder are being implemented and carried out in accordance with the intent of the Congress and whether such programs should be continued, curtailed, or eliminated. In addition, the Committee and the appropriate subcommittees shall cooperatively review and study any conditions or circumstances which may indicate the necessity or desirability of enacting new or additional legislation within the jurisdiction of the Committee (whether or not any bill or resolution has been introduced with respect thereto), and shall on a continuing basis undertake future research and forecasting on matters within the jurisdiction of the Committee.

(d) *Review of Tax Policies.*—The Committee and the appropriate subcommittees shall cooperatively review and study on a continuing basis the impact or probable impact of tax policies affecting subjects within the jurisdiction of the Committee.

*Rule XIII. Review of Continuing Programs; Budget Act Provisions*

(a) *Ensuring Annual Appropriations.*—The Committee shall, in its consideration of all bills and joint resolutions of a public character within its jurisdiction, ensure that appropriations for con-

tinuing programs and activities of the Federal Government and the District of Columbia government will be made annually to the maximum extent feasible and consistent with the nature, requirements, and objectives of the programs and activities involved.

(b) *Review of Multi-Year Appropriations.*—The Committee shall review, from time to time, each continuing program within its jurisdiction for which appropriations are not made annually in order to ascertain whether such program could be modified so that appropriations therefore would be made annually.

(c) *Views and Estimates.*—In accordance with clause 4(f)(1) of rule X of the Rules of the House, the Committee shall submit to the Committee on the Budget—

(1) its views and estimates with respect to all matters to be set forth in the concurrent resolution on the budget for the ensuing fiscal year which are within its jurisdiction or functions; and

(2) an estimate of the total amount of new budget authority, and budget outlays resulting therefrom, to be provided or authorized in all bills and resolutions within its jurisdiction which it intends to be effective during that fiscal year.

(d) *Budget Allocations.*—As soon as practicable after a concurrent resolution on the budget for any fiscal year is agreed to, the Committee (after consulting with the appropriate committee or committees of the Senate) shall subdivide any allocations made to it in the joint explanatory statement accompanying the conference report on such resolution, and promptly report such subdivisions to the House, in the manner provided by section 302 of the Congressional Budget Act of 1974.

(e) *Reconciliation.*—Whenever the Committee is directed in a concurrent resolution on the budget to determine and recommend changes in laws, bills, or resolutions under the reconciliation process, it shall promptly make such determination and recommendations, and report a reconciliation bill or resolution (or both) to the House or submit such recommendations to the Committee on the Budget, in accordance with the Congressional Budget Act of 1974.

#### *Rule XIV. Records*

(a) *Keeping of Records.*—The Committee shall keep a complete record of all Committee action which shall include—

(1) in the case of any meeting or hearing transcripts, a substantially verbatim account of remarks actually made during the proceedings, subject only to technical, grammatical, and typographical corrections authorized by the person making the remarks involved; and

(2) a record of the votes on any question on which a record vote is taken.

(b) *Public Inspection.*—The result of each such record vote shall be made available by the Committee for inspection by the public at reasonable times in the offices of the Committee. Information so available for public inspection shall include a description of the amendment, motion, order, or other proposition and the name of each member voting for and each member voting against such amendment, motion, order, or proposition, and the names of those members present but not voting.



(c) *Property of the House.*—All Committee records (including hearings, data, charts, and files) shall be kept separate and distinct from the congressional office records of the member serving as Chairman of the Committee; and such records shall be the property of the House and all members of the House shall have access thereto.

(d) *Availability of Archived Records.*—The records of the Committee at the National Archives and Records Administration shall be made available for public use in accordance with rule VII of the Rules of the House. The Chairman shall notify the ranking minority member of the Committee of any decision, pursuant to clause 3(b)(3) or clause 4(b) of such rule, to withhold a record otherwise available, and the matter shall be presented to the Committee for a determination on written request of any member of the Committee.

(e) *Authority To Print.*—The Committee is authorized to have printed and bound testimony and other data presented at hearings held by the Committee. All costs of stenographic services and transcripts in connection with any meeting or hearing of the Committee shall be paid as provided in clause 1(c) of rule XI of the House.

#### *Rule XV. Committee Budgets*

(a) *Biennial Budget.*—The Chairman, in consultation with the chairman of each subcommittee, the majority members of the Committee, and the minority members of the Committee, shall, for each Congress, prepare a consolidated Committee budget. Such budget shall include necessary amounts for staff personnel, necessary travel, investigation, and other expenses of the Committee.

(b) *Additional Expenses.*—Authorization for the payment of additional or unforeseen Committee expenses may be procured by one or more additional expense resolutions processed in the same manner as set out herein.

(c) *Travel Requests.*—The Chairman or any chairman of a subcommittee may initiate necessary travel requests as provided in Committee Rule XVII within the limits of the consolidated budget as approved by the House and the Chairman may execute necessary vouchers thereof.

(d) *Monthly Reports.*—Once monthly, the Chairman shall submit to the Committee on House Administration, in writing, a full and detailed accounting of all expenditures made during the period since the last such accounting from the amount budgeted to the Committee. Such report shall show the amount and purpose of such expenditure and the budget to which such expenditure is attributed. A copy of such monthly report shall be available in the Committee office for review by members of the Committee.

#### *Rule XVI. Committee Staff*

(a) *Appointment by Chairman.*—The Chairman shall appoint and determine the remuneration of, and may remove, the employees of the Committee not assigned to the minority. The staff of the Committee not assigned to the minority shall be under the general supervision and direction of the Chairman, who shall establish and assign the duties and responsibilities of such staff members and delegate such authority as he or she determines appropriate.

(b) *Appointment by Ranking Minority Member.*—The ranking minority member of the Committee shall appoint and determine the remuneration of, and may remove, the staff assigned to the minority within the budget approved for such purposes. The staff assigned to the minority shall be under the general supervision and direction of the ranking minority member of the Committee who may delegate such authority as he or she determines appropriate.

(c) *Intention Regarding Staff.*—It is intended that the skills and experience of all members of the Committee staff shall be available to all members of the Committee.

*Rule XVII. Travel of Members and Staff*

(a) *Approval.*—Consistent with the primary expense resolution and such additional expense resolutions as may have been approved, the provisions of this rule shall govern travel of Committee members and staff. Travel to be reimbursed from funds set aside for the Committee for any member or any staff member shall be paid only upon the prior authorization of the Chairman. Travel shall be authorized by the Chairman for any member and any staff member in connection with the attendance of hearings conducted by the Committee or any subcommittee and meetings, conferences, and investigations which involve activities or subject matter under the general jurisdiction of the Committee. Before such authorization is given there shall be submitted to the Chairman in writing the following:

(1) The purpose of the travel.

(2) The dates during which the travel is to be made and the date or dates of the event for which the travel is being made.

(3) The location of the event for which the travel is to be made.

(4) The names of members and staff seeking authorization.

(b) *Subcommittee Travel.*—In the case of travel of members and staff of a subcommittee to hearings, meetings, conferences, and investigations involving activities or subject matter under the legislative assignment of such subcommittee, prior authorization must be obtained from the subcommittee chairman and the Chairman. Such prior authorization shall be given by the Chairman only upon the representation by the chairman of such subcommittee in writing setting forth those items enumerated in subparagraphs (1), (2), (3), and (4) of paragraph (a) and that there has been a compliance where applicable with Committee Rule VI.

(c) *Travel Outside the United States.*—

(1) *In general.*—In the case of travel outside the United States of members and staff of the Committee or of a subcommittee for the purpose of conducting hearings, investigations, studies, or attending meetings and conferences involving activities or subject matter under the legislative assignment of the Committee or pertinent subcommittee, prior authorization must be obtained from the Chairman, or, in the case of a subcommittee from the subcommittee chairman and the Chairman. Before such authorization is given there shall be submitted to the Chairman, in writing, a request for such authorization. Each request, which shall be filed in a manner that allows for a reasonable period of time for review before such travel is scheduled to begin, shall include the following:

- (A) The purpose of the travel.
- (B) The dates during which the travel will occur.
- (C) The names of the countries to be visited and the length of time to be spent in each.
- (D) An agenda of anticipated activities for each country for which travel is authorized together with a description of the purpose to be served and the areas of Committee jurisdiction involved.
- (E) The names of members and staff for whom authorization is sought.

(2) *Initiation of requests.*—Requests for travel outside the United States may be initiated by the Chairman or the chairman of a subcommittee (except that individuals may submit a request to the Chairman for the purpose of attending a conference or meeting) and shall be limited to members and permanent employees of the Committee.

(d) *Reports by Members and Staff.*—Within 15 legislative days from the conclusion of any hearing, investigation, study, meeting, or conference for which travel has been authorized pursuant to this rule, each member and staff member involved in such travel shall submit a written report to the Chairman covering the activities and other pertinent observations or information gained as a result of such travel.

(e) *Applicability of Laws, Rules, Policies.*—Members and staff of the Committee performing authorized travel on official business shall be governed by applicable laws, resolutions, or regulations of the House and of the Committee on House Administration pertaining to such travel, and by the travel policy of the Committee.

#### *Rule XVIII. Committee Panels*

(a) *Designation.*—In accordance with clause 5(b)(2)(C) of rule X of the Rules of the House, the Chairman of the Committee, with the concurrence of the ranking minority member, may designate a panel of the Committee consisting of members of the Committee to inquire into and take testimony on a matter or matters that fall within the jurisdiction of more than one subcommittee and to report to the Committee.

(b) *Duration.*—No panel designated under paragraph (a) shall continue in existence for more than 6 months after the date of the designation.

(c) *Party Ratios and Appointment.*—The ratio of majority members to minority members on a panel designated under paragraph (a) shall be as close as practicable to the ratio of the Full Committee. All majority members of the panels shall be appointed by the Chairman of the Committee, and all minority members shall be appointed by the ranking minority member of the Committee. The Chairman of the Committee shall choose one of the majority members so appointed to serve as Chairman of the panel. The ranking minority member of the Committee shall similarly choose the ranking minority member of the panel.

(d) *Ex Officio Members.*—The Chairman and ranking minority member of the Committee may serve as ex officio members of a panel designated under paragraph (a). The Chairman and ranking minority member are authorized to vote on matters that arise be-

fore the panel and shall be counted to satisfy the quorum requirement for any purpose.

(e) *Jurisdiction*.—No panel designated under paragraph (a) shall have legislative jurisdiction.

(f) *Applicability of Committee Rules*.—A panel designated under paragraph (a) shall be subject to all Committee Rules herein.

#### **STATISTICAL OVERVIEW: 2013–2014**

Total number of Bills and Resolutions referred to the Committee:  
453

Total number of Public Laws: 34

Total number of Concurrent Resolutions approved by both Chambers: 7

Total number of Bills and Resolutions that passed the House: 59

Total number of Committee Resolutions approved by the Full Committee: 83

Total number of Bills and Resolutions reported to the House: 41

Total number of Bills ordered reported: 41

Total number of Meeting Days: 123

Full Committee: 20

Hearings: 7

Markups: 12

Organizational Meeting: 1

Subcommittee on Aviation: 17

Hearings: 12

Roundtables: 2

Listening Sessions: 3

Subcommittee on Coast Guard and Maritime Transportation: 17

Hearings: 16

Joint Hearing: 1

Subcommittee on Economic Development, Public Buildings, and  
Emergency Management: 12

Hearings: 8

Roundtables: 4

Subcommittee on Highways and Transit: 13

Hearings: 10

Roundtables: 3

Subcommittee on Railroads, Pipelines, and Hazardous Materials:  
14

Hearings: 11

Roundtables: 3

Subcommittee on Water Resources and Environment: 12

Hearings: 10

Roundtables: 2

Panel on 21st Century Freight Transportation: 9

Hearings: 6

Roundtables: 3

Panel on Public-Private Partnerships: 9

Hearings: 2

Roundtables: 7

**COMMITTEE ON TRANSPORTATION AND  
INFRASTRUCTURE  
U.S. HOUSE OF REPRESENTATIVES  
113TH CONGRESS**

BILL SHUSTER, Pennsylvania, *Chairman*  
NICK J. RAHALL, II, West Virginia, *Ranking Member*

DON YOUNG, Alaska	PETER A. DeFAZIO, Oregon
THOMAS E. PETRI, Wisconsin	ELEANOR HOLMES NORTON, District of Columbia
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DUNCAN HUNTER, California	GRACE F. NAPOLITANO, California
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BLAKE FARENTHOLD, Texas	STEVE COHEN, Tennessee
LARRY BUCSHON, Indiana	ALBIO SIRES, New Jersey
BOB GIBBS, Ohio	DONNA F. EDWARDS, Maryland
PATRICK MEEHAN, Pennsylvania	JOHN GARAMENDI, California
RICHARD L. HANNA, New York	ANDRÉ CARSON, Indiana
DANIEL WEBSTER, Florida	JANICE HAHN, California
STEVE SOUTHERLAND, II, Florida	RICHARD M. NOLAN, Minnesota
JEFF DENHAM, California	ANN KIRKPATRICK, Arizona
REID J. RIBBLE, Wisconsin	DINA TITUS, Nevada
THOMAS MASSIE, Kentucky	SEAN PATRICK MALONEY, New York
STEVE DAINES, Montana	ELIZABETH H. ESTY, Connecticut
TOM RICE, South Carolina	LOIS FRANKEL, Florida
MARKWAYNE MULLIN, Oklahoma	CHERI BUSTOS, Illinois
ROGER WILLIAMS, Texas	
MARK MEADOWS, North Carolina	
SCOTT PERRY, Pennsylvania	
RODNEY DAVIS, Illinois	
MARK SANFORD, South Carolina	
DAVID W. JOLLY, Florida	

**Legislative Activities**

**TRANSPORTATION REPORTS ELIMINATION ACT OF 2014/GOVERNMENT  
REPORTS ELIMINATION ACT OF 2014**

P.L. 113–188 (H.R. 3628/H.R. 4194)

To eliminate certain unnecessary reporting requirements and consolidate or modify others, and for other purposes.

*Summary*

H.R. 3628 eliminates, consolidates, and modifies congressionally mandated reporting requirements of Executive Branch Agencies that fall within the jurisdiction of the Committee. These requirements are either outdated, duplicative, or are no longer relevant.

*Legislative History*

H.R. 3628 was introduced by Congressman Bill Shuster (R-PA) on December 2, 2013.

On December 4, 2013, the Committee met in open session to mark up H.R. 3628. The measure was adopted without amendment by voice vote and ordered reported to the House.

On December 19, 2013, H.R. 3628 was reported to the House (H. Rept. 113–299) and placed on the Union Calendar (Calendar No. 217).

On January 8, 2014, the House considered H.R. 3628 under suspension of the rules. The bill passed 406–0 (Roll No. 4.).

On January 9, 2014, H.R. 3628 was received in the Senate and read twice and referred to the Committee on Commerce, Science, and Transportation.

H.R. 3628 was incorporated into H.R. 4194, Government Report Elimination Act of 2014.

On March 28, 2014, H.R. 4194 was reported to the House (H. Rept. 113–419) and placed on the Union Calendar (Calendar No. 309).

On March 28, 2014, the House considered H.R. 4194 under suspension of the rules and the bill was agreed to by voice vote.

On March 29, 2014, H.R. 4194 was received in the Senate and read twice and referred to the Committee on Homeland Security and Government Affairs.

On September 16, 2014, the bill passed the Senate as amended by unanimous consent.

On November 12, 2014, H.R. 4194 was considered under suspension of the Rules and passed by a vote of 382 yeas and 0 nays (Roll No. 516).

H.R. 4194 was presented to the President on November 17, 2014 and signed on November 26, 2014 becoming Public Law 113–188.

#### FULL COMMITTEE MARKUPS

##### FULL COMMITTEE MARKUP, FEBRUARY 28, 2013

Considered and ordered reported:

- H. Con. Res. 18, Authorizing the use of the Capitol Grounds for the National Peace Officers' Memorial Service
- H. Con. Res. 19, Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby
- General Services Administration Capital Investment and Leasing Program Resolutions
- Fiscal Year 2014 Budget Views and Estimates of the Committee on Transportation and Infrastructure

##### FULL COMMITTEE MARKUP, MAY 16, 2013

Considered and ordered reported:

- H.R. 3, To approve the construction, operation, and maintenance of the Keystone XL pipeline, and for other purposes
- General Services Administration Capital Investment and Leasing Program Resolutions
- H.R. 1092, To designate the air route traffic control center located in Nashua, New Hampshire, as the "Patricia Clark Boston Air Route Traffic Control Center"

##### FULL COMMITTEE MARKUP, JULY 10, 2013

Considered and ordered reported:

- H.R. 1848, To ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes
- H.R. 2576, To amend title 49, United States Code, to modify requirements relating to the availability of pipeline safety regulatory documents, and for other purposes
- H.R. 2612, To amend title 40, United States Code, to improve the functioning and management of the Public Buildings Service
- H.R. 2611, To designate the headquarters building of the Coast Guard on the campus located at 2701 Martin Luther King, Jr., Avenue Southeast in the District of Columbia as the “Douglas A. Munro Coast Guard Headquarters Building”, and for other purposes
- H. Con. Res. 44, Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run
- General Services Administration Capital Investment and Leasing Program Resolution

FULL COMMITTEE MARKUP, JULY 18, 2013

Considered and ordered reported:

- H.R. 185, To designate the United States courthouse located at 101 East Pecan Street in Sherman, Texas, as the “Paul Brown United States Courthouse”
- H.R. 579, To designate the United States courthouse located at 501 East Court Street in Jackson, Mississippi, as the “R. Jess Brown United States Courthouse”
- H.R. 2251, To designate the United States courthouse located at 118 South Mill Street, in Fergus Falls, Minnesota, as the “Edward J. Devitt United States Courthouse”
- H.R. 1961, To amend title 46, United States Code, to extend the exemption from the fire-retardant materials construction requirement for vessels operating within the Boundary Line
- H.R. 2353, To amend title 23, United States Code, with respect to the operation of vehicles on certain Wisconsin highways, and for other purposes

FULL COMMITTEE MARKUP, SEPTEMBER 19, 2013

Considered and ordered reported:

- H.R. 3096, To designate the building occupied by the Federal Bureau of Investigation located at 801 Follin Lane, Vienna, Virginia, as the “Michael D. Resnick Terrorist Screening Center”
- H.R. 3095, To ensure that any new or revised requirement providing for the screening, testing, or treatment of individuals operating commercial motor vehicles for sleep disorders is adopted pursuant to a rulemaking proceeding, and for other purposes
- H.R. 3080, To provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes

FULL COMMITTEE MARKUP, OCTOBER 29, 2013

Considered and ordered reported:

- H.R. 3300, To reauthorize the programs and activities of the Federal Emergency Management Agency
- H.R. 2026, To amend the Federal Water Pollution Control Act to exempt certain silvicultural activities from national pollutant discharge elimination system permitting requirements, and for other purpose
- H.R. 311, To direct the Administrator of the Environmental Protection Agency to change the Spill Prevention, Control, and Countermeasure rule with respect to certain farms
- H.R. 935, To amend the Federal Insecticide, Fungicide, and Rodenticide Act and the Federal Water Pollution Control Act to clarify congressional intent regarding the regulation of the use of pesticides in or near navigable waters, and for other purposes

FULL COMMITTEE MARKUP, DECEMBER 4, 2013

Considered and ordered reported:

- General Services Administration Capital Investment and Leasing Program Resolutions
- H.R. 3578, To ensure that any new or revised requirement providing for the screening, testing, or treatment of an airman or an air traffic controller for a sleep disorder is adopted pursuant to a rulemaking proceeding, and for other purposes
- H.R. 3628, To eliminate certain unnecessary reporting requirements and consolidate or modify others, and for other purposes

FULL COMMITTEE MARKUP, FEBRUARY 11, 2014

Considered and ordered reported:

- H.R. 3676, Prohibiting In-Flight Voice Communications on Mobile Wireless Devices Act of 2013
- General Services Administration Capital Investment and Leasing Program Resolutions
- H.R. 1378, To designate the United States courthouse located at 333 West Broadway in San Diego, California, as the “James M. Carter and Judith N. Keep United States Courthouse”
- H.R. 4005, Coast Guard and Maritime Transportation Act of 2014

FULL COMMITTEE MARKUP, MARCH 13, 2014

Considered and ordered reported:

- Fiscal Year 2015 Budget Views and Estimates of the Committee on Transportation and Infrastructure
- H.R. 3678, To redesignate the lock and dam located in Modoc, Illinois, commonly known as the Kaskaskia Lock and Dam, as the “Jerry F. Costello Lock and Dam”, and for other purposes
- H.R. 3786, To direct the Administrator of General Services, on behalf of the Archivist of the United States, to convey certain Federal property located in the State of Alaska to the Municipality of Anchorage, Alaska



- H.R. 3998, Albuquerque, New Mexico, Federal Land Conveyance Act of 2014
- H. Con. Res. 88, Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby
- H. Con. Res. 92, Authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhibition
- General Services Administration Capital Investment and Leasing Program Resolutions

FULL COMMITTEE MARKUP, APRIL 9, 2014

Considered and ordered reported:

- H.R. 524, To amend the Federal Water Pollution Control Act to clarify that the Administrator of the Environmental Protection Agency does not have the authority to disapprove a permit after it has been issued by the Secretary of the Army under section 404 of such Act
- H.R. 4156, Transparent Airfares Act of 2014

FULL COMMITTEE MARKUP, JULY 16, 2014

Considered and ordered reported:

- General Services Administration Capital Investment and Leasing Program Resolutions
- H. Con. Res. 103, Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run
- H.R. 3044, To approve the transfer of Yellow Creek Port properties in Iuka, Mississippi
- H.R. 4854, To amend the Federal Water Pollution Control Act to clarify when the Administrator of the Environmental Protection Agency has the authority to prohibit the specification of a defined area, or deny or restrict the use of a defined area for specification, as a disposal site under section 404 of such Act, and for other purposes
- H.R. 5077, To amend the Federal Water Pollution Control Act to provide guidance and clarification regarding issuing new and renewal permits, and for other purposes
- H.R. 5078, To preserve existing rights and responsibilities with respect to waters of the United States, and for other purposes

FULL COMMITTEE MARKUP, SEPTEMBER 17, 2014

Considered and ordered reported:

- H.R. 5449, To reauthorize Federal support for passenger rail programs, and for other purposes
- H.R. 5266, To reauthorize the National Estuary Programs, and for other purposes
- H.R. 4926, To designate the “James L. Oberstar Memorial Highway” and the “James L. Oberstar National Scenic Byway” in the State of Minnesota
- H.R. 5448, To amend the John F. Kennedy Center Act to authorize appropriations for the John F. Kennedy Center for the Performing Arts

- H.R. 5146, To designate the United States courthouse located at 700 Grant Street in Pittsburgh, Pennsylvania, as the “Joseph F. Weis Jr. United States Courthouse”
- General Services Administration Capital Investment and Leasing Program Resolutions

### **Exchange of Letters**

#### **BILLS REFERRED OR SEQUENTIALLY REFERRED TO THE COMMITTEE**

##### **H.R. 3**

To approve the construction, operation, and maintenance of the Keystone XL pipeline, and for other purposes.

Short Title: “Northern Route Approval Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on the Judiciary Chairman Bob Goodlatte occurred on May 17 and 20, 2013. The exchange of letters was printed in the Congressional Record dated May 22, 2013, on pages H2862 and H2863.

##### **H.R. 739**

To require the Office of Management and Budget to prepare a crosscut budget for restoration activities in the Chesapeake Bay watershed, to require the Environmental Protection Agency to develop and implement an adaptive management plan, and for other purposes.

Short Title: “Chesapeake Bay Accountability and Recovery Act of 2013.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Doc Hastings occurred on February 4 and 5, 2014. The exchange of letters was not printed. See H.R. 2954 for further action.

##### **H.R. 803**

To reform and strengthen the workforce investment system of the Nation to put Americans back to work and make the United States more competitive in the 21st century.

Short Title: “Supporting Knowledge and Investing in Lifelong Skills Act.” or the “SKILLS Act.”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Education and the Workforce Chairman John Kline occurred on March 5 and 7, 2013. The exchange of letters was printed in House Report 113–14 on pages 155–156.

##### **H.R. 2576**

To amend title 49, United States Code, to modify requirements relating to the availability of pipeline safety regulatory documents, and for other purposes.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Fred Upton occurred on July 11, 2013. The exchange of letters was printed in House Report 113–152, Part I on pages 7 and 8.

## H.R. 3080

To provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes.

Short Title: “Water Resources Reform and Development Act of 2014”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on the Budget Chairman Paul Ryan occurred on September 27 and 30, 2013. The exchange of letters was printed in House Report 113–246, Part I on pages 320 and 321.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Natural Resources Chairman Doc Hastings occurred on October 3 and 4, 2013. The exchange of letters was printed in House Report 113–246, Part I on pages 322 through 324.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Ways and Means Chairman Dave Camp occurred on October 17 and 18, 2013. The exchange of letters was printed in House Report 113–246, Part I on pages 325 through 327.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Rules Chairman Pete Sessions occurred on May 15, 2014. The exchange of letters was printed in the Congressional Record dated May 20, 2014, on pages H4494 and H4495.

## H.R. 3301

To require approval for the construction, connection, operation, or maintenance of oil or natural gas pipelines or electric transmission facilities at the national boundary of the United States for the import or export of oil, natural gas, or electricity to or from Canada or Mexico, and for other purposes.

Short Title: “North American Energy Infrastructure Act”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Fred Upton occurred on June 19, 2014. The exchange of letters was printed in the Congressional Record dated June 24, 2014, on page H5666.

## H.R. 4005

To authorize appropriations for the Coast Guard for fiscal years 2015 and 2016, and for other purposes.

Short Title: “Howard Coble Coast Guard and Maritime Transportation Act of 2014”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Armed Services Chairman Howard P. “Buck” McKeon occurred on February 20 and 25, 2014. The exchange of letters was printed in House Report 113–384 on pages 82 and 83.

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul oc-

curred on March 25, 2014. The exchange of letters was printed in House Report 113–384 on pages 84 and 85.

H.R. 5021

To provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.

Short Title: “Highway and Transportation Funding Act of 2014”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Education and the Workforce Chairman John Kline occurred on July 14 and 15, 2014. The exchange of letters was printed in the Congressional Record dated July 15, 2014, on page H6249.

H.R. 5769

To authorize appropriations for the Coast Guard for fiscal year 2015, and for other purposes.

Short Title: “Howard Coble Coast Guard and Maritime Transportation Act of 2014”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on December 3, 2014. The exchange of letters was printed in the Congressional Record dated December 3, 2014, on page H8302.

S. 2086

To address current emergency shortages of propane and other home heating fuels and to provide greater flexibility and information for Governors to address such emergencies in the future.

Short Title: “Reliable Home Heating Act”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Energy and Commerce Chairman Fred Upton occurred on June 19, 2014. The exchange of letters was printed in the Congressional Record dated June 24, 2014, on page E1060.

S. 2651

To repeal certain mandates of the Department of Homeland Security Office of Inspector General.

Short Title: “DHS OIG Mandates Revision Act of 2014”

A jurisdictional exchange of letters between Committee on Transportation and Infrastructure Chairman Bill Shuster and Committee on Homeland Security Chairman Michael T. McCaul occurred on December 10, 2014. The exchange of letters was on pages H9104 and H9105 of the Congressional Record dated December 10, 2014.

BILLS NOT REFERRED TO THE COMMITTEE

H.R. 850

To impose additional human rights and economic and financial sanctions with respect to Iran, and for other purposes.

Short Title: “Nuclear Iran Prevention Act of 2013”

A jurisdictional exchange of letters between Committee on Foreign Affairs Chairman Edward R. Royce and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on June 26 and July 9, 2013. The exchange of letters was printed in House Report 113–177, Part I on pages 31 and 32.

H.R. 1582

To protect consumers by prohibiting the Administrator of the Environmental Protection Agency from promulgating as final certain energy-related rules that are estimated to cost more than \$1 billion and will cause significant adverse effects to the economy.

Short Title: “Energy Consumers Relief Act of 2013”

A jurisdictional exchange of letters between Committee on Energy and Commerce Chairman Fred Upton and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on July 17 and 18, 2013. The exchange of letters was printed in House Report 113–164 on pages 26 and 27.

H.R. 1786

To reauthorize the National Windstorm Impact Reduction Program, and for other purposes.

Short Title: “National Windstorm Impact Reduction Act Reauthorization of 2013”

A jurisdictional exchange of letters between Committee on Science, Space, and Technology Chairman Lamar Smith and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on March 11, 2014. The exchange of letters was printed in House Report 113–380 on pages 22 and 23.

H.R. 1947

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

Short Title: “Federal Agriculture Reform and Risk Management Act of 2013”

A jurisdictional exchange of letters between Committee on Agriculture Chairman Frank D. Lucas and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred May 22 and 23, 2013. The exchange of letters was printed in the Congressional Record dated June 20, 2013, on page E934.

H.R. 1960

To authorize appropriations for fiscal year 2014 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for such fiscal year, and for other purposes.

Short Title: “National Defense Authorization Act for Fiscal Year 2014”

A jurisdictional exchange of letters between Committee on Armed Services Chairman Howard P. “Buck” McKeon and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on June 7, 2013. The exchange of letters was printed in House Report 113–102 on page 524.

## H.R. 2126

To facilitate better alignment, cooperation, and best practices between commercial real estate landlords and tenants regarding energy efficiency in buildings, and for other purposes.

Short Title: “Better Buildings Act of 2013” or the “Energy Efficiency Improvement Act of 2014”

A jurisdictional exchange of letters between Committee on Energy and Commerce Chairman Fred Upton and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on February 26, 2014. The exchange of letters was printed in the Congressional Record dated March 4, 2014, on page H2119.

## H.R. 2641

To provide for improved coordination of agency actions in the preparation and adoption of environmental documents for permitting determinations, and for other purposes.

Short Title: “Responsibly And Professionally Invigorating Development Act of 2013” or the “RAPID Act”

A jurisdictional exchange of letters between Committee on the Judiciary Chairman Bob Goodlatte and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on February 27, 2014. The exchange of letters was printed in the Congressional Record dated March 6, 2014, on pages H2220 and 2221.

## H.R. 3202

To require the Secretary of Homeland Security to prepare a comprehensive security assessment of the transportation security card program, and for other purposes.

Short Title: “Essential Transportation Worker Identification Credential Assessment Act”

A jurisdictional exchange of letters between Committee on Homeland Security Chairman Michael T. McCaul and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on July 8, 2014. The exchange of letters was printed in House Report 113–528 on page 9.

## H.R. 3230

Making continuing appropriations during a Government shutdown to provide pay and allowances to members of the reserve components of the Armed Forces who perform inactive-duty training during such period.

Short Title: “Veterans Access, Choice, and Accountability Act of 2014”

A jurisdictional exchange of letters between Committee on Veterans Affairs Chairman Jeff Miller and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on July 29 and 30, 2014. The exchange of letters was not printed.

## H.R. 4263

To amend the Homeland Security Act of 2002 to authorize the Department of Homeland Security to establish a social media working group, and for other purposes.

Short Title: “Social Media Working Group Act of 2014”

A jurisdictional exchange of letters between Committee on Homeland Security Chairman Michael T. McCaul and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on July 7, 2014. The exchange of letters was printed in the Congressional Record dated July 31, 2014, on pages E1291 and E 1292.

H.R. 4435

To authorize appropriations for fiscal year 2015 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for such fiscal year, and for other purposes.

Short Title: “Howard P. “Buck” McKeon National Defense Authorization Act for Fiscal Year 2015”

A jurisdictional exchange of letters between Committee on Armed Services Chairman Howard P. “Buck” McKeon and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on May 9 and 12, 2014. The exchange of letters was printed in House Report 113–446, Part I on page 508.

S. 1254

To amend the Harmful Algal Blooms and Hypoxia Research and Control Act of 1998, and for other purposes.

Short Title: “Harmful Algal Bloom and Hypoxia Research and Control Amendments Act of 2013”

A jurisdictional exchange of letters between Committee on Science, Space, and Technology Chairman Lamar Smith and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on June 4, 2014. The exchange of letters was printed in the Congressional Record dated June 9, 2014, on page H5129.

S. 1000

To require the Director of the Office of Management and Budget to prepare a crosscut budget for restoration activities in the Chesapeake Bay watershed, and for other purposes.

Short Title: “Chesapeake Bay Accountability and Recovery Act of 2014”

A jurisdictional exchange of letters between Committee on Natural Resources Chairman Doc Hastings and Committee on Transportation and Infrastructure Chairman Bill Shuster occurred on December 5 and 8, 2014. The exchange of letters was printed in the Congressional Record dated December 9, 2014, on page H8879.

## **Oversight Activities**

### **HEARINGS HELD BY THE FULL COMMITTEE**

#### **THE FEDERAL ROLE IN AMERICA’S INFRASTRUCTURE**

On February 13, 2013, the Committee held a hearing entitled “The Federal Role in America’s Infrastructure.” The purpose of the hearing was to underscore the importance of infrastructure to the American economy and examine the role of the federal government in providing safe, efficient, and reliable infrastructure. The Committee received testimony from Building America’s Future, the U.S. Chamber of Commerce, and the Laborers’ International Union of North America.

## GAO REVIEW: ARE ADDITIONAL FEDERAL COURTHOUSES JUSTIFIED?

On April 17, 2013, the Committee held a hearing to examine the results of the Government Accountability Office (GAO) review of the judiciary's five-year Courthouse Project Plan and whether additional federal courthouses are justified. The hearing focused on the excess space the federal judiciary currently maintains, the criteria for evaluating whether new courthouses are needed, and how the judiciary uses space. The Committee received testimony from GAO, the General Services Administration (GSA), and the federal judiciary.

## PROGRESS REPORT: HURRICANE SANDY RECOVERY—ONE YEAR LATER

On November 14, 2013, the Committee held a hearing to receive testimony related to the status of Hurricane Sandy recovery efforts and federal agencies' progress in implementing recovery objectives, allocating disaster assistance funding, and meeting associated deadlines. The Committee heard from Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Federal Highway Administration (FHWA), Federal Emergency Management Agency (FEMA), and the Army Corps of Engineers (the Corps) who provided a progress report on their ongoing efforts. Hurricane Sandy made landfall in New Jersey on October 29, 2012. The Category 1 hurricane was responsible for approximately 131 deaths and \$50 billion in economic losses according to a February 2013 report from the Congressional Research Service. The Sandy Supplemental was enacted on January 29, 2013, and included \$50.5 billion in disaster assistance for certain government agencies to assist, improve, and streamline Hurricane Sandy recovery efforts. Continuing oversight of how programs under the Committee's jurisdiction are impacting the recovery effort is and will remain a priority for the Committee.

BUILDING THE FOUNDATION FOR SURFACE TRANSPORTATION  
REAUTHORIZATION

On January 14, 2014, the Committee held a hearing entitled "Building the Foundation for Surface Transportation Reauthorization." The purpose of the hearing was to receive testimony related to the reauthorization of the federal surface transportation programs. The Committee heard from representatives of the National Governors Association, Caterpillar Inc., the U.S. Conference of Mayors, and the Amalgamated Transit Union.

## THE CHARLESTON, WEST VIRGINIA, CHEMICAL SPILL

On February 10, 2014, the Committee held a field hearing entitled "The Charleston, West Virginia, Chemical Spill." The purpose of the hearing was to examine the circumstances behind, and the response to, the release of chemicals into the Elk River near Charleston, West Virginia, by Freedom Industries, Inc., which contaminated the water supply for Charleston and surrounding counties. The Committee heard testimony from Senator Joe Manchin, III (D-WV), the U.S. Chemical Safety Board, the West Virginia Department of Environmental Protection, the West Virginia Division of Homeland Security and Emergency Management, the West Virginia Department of Health and Human Resources, the Cabell



County Office of Emergency Services, the Kanawha County Department of Homeland Security and Emergency Management, and the West Virginia American Water.

#### FEDERAL REGULATION OF WATERS: IMPACTS OF ADMINISTRATION OVERREACH ON LOCAL ECONOMIES AND JOB CREATION

On April 28, 2014, the Committee held a field hearing in Altoona, Pennsylvania, entitled “Federal Regulation of Waters: Impacts of Administration Overreach on Local Economies and Job Creation.” The purpose of the hearing was to receive testimony on the potential impacts of an EPA and Corps proposed joint rule-making to change the scope of federal jurisdiction under the Clean Water Act, and on the effects of tightened Corps permitting requirements for stream crossings of natural gas collector lines constructed in Pennsylvania. The Committee heard testimony on behalf of the Pennsylvania Department of Environmental Protection, the Marcellus Shale Coalition, Rice Energy, Inc., the Indiana-Armstrong Builders Association, the Pennsylvania Builders Association, the National Association of Home Builders, the Pennsylvania Farm Bureau, and CONSOL Energy, Inc.

#### FAA REAUTHORIZATION: ISSUES IN MODERNIZING AND OPERATING THE NATION’S AIRSPACE

On November 18, 2014, the Committee held a hearing to formally begin consideration of the FAA reauthorization process. The hearing’s purpose was to identify issues in the air traffic control system that will need to be addressed in reauthorization. The Committee heard from industry witnesses on their perspectives of FAA’s programs to operate and modernize the air traffic control system, as well as the Department of Transportation’s Inspector General, who offered insight into past and current issues in modernization.

#### OTHER OVERSIGHT ACTIVITIES

##### HURRICANE SANDY RECOVERY OVERSIGHT

The Committee continued its oversight of the recovery efforts from Hurricane Sandy. In January 2013, the Disaster Relief Appropriations Act and the Sandy Recovery Improvement Act were signed into law (Public Law 113–2). The first act appropriated billions of dollars to Federal Agencies under the Committee’s jurisdiction. The second Act reformed and streamlined disaster assistance programs authorized by the Robert T. Stafford Disaster Relief and Emergency Assistance Act. The Committee is committed to hold the agencies accountable, to ensure that the disaster funds are spent in a responsible and effective manner that protects the taxpayers’ investment, and to verify that reforms are utilized and carried out. On October 20 and 21, 2014, Committee staff traveled to the New York City Metropolitan area to view progress to date and to study future challenges and the possible need for additional reforms. The staff met with FEMA, recipients of FEMA’s Section 428 grants, and the Army Corps of Engineers. Staff had three primary objectives:

1. Review the recovery progress first-hand;

2. Assess how streamlining, efficiencies, and additional authorities included in the Sandy Recovery Improvement Act are working; and
3. To gather feedback from the locals on the ground.

#### HEARINGS HELD

Hearing entitled “The Federal Role in America’s Infrastructure” (February 13, 2013) Committee Serial Number 113–1

Hearing entitled “GAO Review: Are Additional Federal Court-houses Justified?” (April 17, 2013) Committee Serial Number 113–11

Hearing entitled “Progress Report: Hurricane Sandy Recovery—One Year Later” (November 14, 2013) Committee Serial Number 113–41

Hearing entitled “Building the Foundation for Surface Transportation Reauthorization” (January 14, 2014) Committee Serial Number 113–48

Hearing entitled “The Charleston, West Virginia Chemical Spill” (February 10, 2014) Committee Serial Number 113–53

Hearing entitled “Federal Regulation of Waters: Impacts of Administration Overreach on Local Economies and Job Creation” (April 28, 2014) Committee Serial Number 113–66

Hearing entitled “FAA Reauthorization: Issues in Modernizing and Operating the Nation’s Airspace” (November 18, 2014) Committee Serial Number 113–83

**SUBCOMMITTEE ON AVIATION**  
**U.S. HOUSE OF REPRESENTATIVES**  
**113TH CONGRESS**

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 DANIEL LIPINSKI, Illinois  
 STEVE COHEN, Tennessee  
 ANDRE CARSON, Indiana  
 RICHARD M. NOLAN, Minnesota  
 DINA TITUS, Nevada  
 SEAN PATRICK MALONEY, New York  
 CHERI BUSTOS, Illinois  
 CORRINE BROWN, Florida  
 ELIZABETH H. ESTY, Connecticut  
 NICK J. RAHALL, II, West Virginia  
 (*ex officio*)

**Legislative Activities**

TO DESIGNATE THE AIR ROUTE TRAFFIC CONTROL CENTER LOCATED  
 IN NASHUA, NEW HAMPSHIRE, AS THE “PATRICIA CLARK BOSTON  
 AIR ROUTE TRAFFIC CONTROL CENTER”

PUBLIC LAW 113–25 (H.R. 1092)

To designate the air route traffic control center located in Nashua, New Hampshire, as the “Patricia Clark Boston Air Route Traffic Control Center.”

*Summary*

The legislation names the air route traffic control center in Nashua, New Hampshire, after Patricia Clark, a longtime employee of that facility.

*Legislative History*

H.R. 1092 was introduced by Congresswoman Ann M. Kuster (D–NH) on March 12, 2013.

H.R. 1092 was reported by the Committee (House Report 133–97) on June 5, 2013.

H.R. 1092 was considered under suspension of the Rules on June 25, 2013, and passed by a vote of 392 yeas and 3 nays, with 1 voting present (Roll No. 288).

H.R. 1092 was received in the Senate, read twice, and placed on Senate Legislative Calendar under General Orders (Calendar No. 98) on June 26, 2013.

H.R. 1092 passed the Senate by unanimous consent on July 24, 2013.

H.R. 1092 was presented to the President on August 1, 2013, and signed on August 9, 2013, becoming Public Law 113 25.

## SMALL AIRPLANE REVITALIZATION ACT OF 2013

PUBLIC LAW 113–53 (H.R. 1848)

To ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes.

*Summary*

The legislation will streamline the process of certifying small aircraft and reduce costs by requiring the Federal Aviation Administration (FAA) to issue a final rule updating its current certification standards by December 2015.

*Legislative History*

H.R. 1848 was introduced by Congressman Mike Pompeo (R-KS) on May 7, 2013.

H.R. 1848 was ordered reported by the Full Committee on July 10, 2013, as amended.

H.R. 1848 was reported by the Committee (House Report 113–151) on July 16, 2013.

H.R. 1848 was considered under suspension of the Rules on July 16, 2013, and passed by a vote of 411 yeas and 0 nays (Roll No. 355).

On July 17, 2013, H.R. 1848 was received in the Senate and read twice and referred to the Committee on Commerce, Science, and Transportation.

On October 4, 2013, H.R. 1848 passed the Senate, with an amendment, by unanimous consent.

On November 14, 2013, the House agreed to the Senate amendment by unanimous consent.

H.R. 1848 was presented to the President on November 21, 2013, signed into law on November 27, 2013, becoming Public Law 113 53.

## NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2014

PUBLIC LAW 113–66 (H.R. 3304/H.R. 1960)

To authorize appropriations for fiscal year 2014 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

*Summary*

H.R. 3304 authorizes appropriations for fiscal year 2014 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 3304 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Aviation. The Committee worked with the Committee on Armed Services to clear provisions in H.R. 3304 within the Committee's jurisdiction.

### *Legislative History*

H.R. 1960 was introduced by the Chairman of the Committee on Armed Services, Congressman Howard P. “Buck” McKeon (R–CA), on May 14, 2013.

H.R. 1960 was reported with amendments by the Committee on Armed Services (House Report 113–102) on June 7, 2013.

H.R. 1960 was considered under a Rule on June 12–14, 2013, and passed by a rollcall vote of 315 yeas and 108 nays (Roll No. 244).

On July 8, 2013, H.R. 1960 was received in the Senate, read twice and placed on the Senate Legislative Calendar under General Orders (Calendar No. 126).

H.R. 3304 was introduced by Congressman Theodore E. Deutch (D–FL) on October 22, 2013.

H.R. 3304 was considered under suspension of the Rules of the House of Representatives on October 28, 2013, and passed by voice vote.

On November 19, 2013, H.R. 3304 passed the Senate with amendments by unanimous consent.

On December 12, 2013, the House agreed to Senate amendments with an amendment pursuant to H. Res. 441. The amendment contains language similar to H.R. 1960.

H.R. 3304 was presented to the President on December 23, 2013, and signed into law on December 26, 2013, becoming Public Law 113–66.

A BILL TO RELEASE THE CITY OF ST. CLAIR, MISSOURI, FROM ALL RESTRICTIONS, CONDITIONS, AND LIMITATIONS ON THE USE, ENCUMBRANCE, CONVEYANCE, AND CLOSURE OF THE ST. CLAIR REGIONAL AIRPORT.

PUBLIC LAW 113–285 (S. 2759)

### *Summary*

S. 2759 directs FAA to release the city of St. Clair, Missouri, from all restrictions on the use, encumbrance, conveyance, and closure of the St. Clair Regional Airport. The bill prohibits such release from being executed before the city transfers to the Missouri Department of Transportation: (1) specified amounts to be used for capital improvements for airport development consistent with such Department’s obligations under the FAA’s state block grant program; and (2) for no consideration, all airport and aviation-related equipment of the Airport owned by the city and determined to be salvageable. The bill describes such specified amounts as: (1) the fair market value for the highest and best use of the Airport property; (2) the unamortized portion of any federal development grants other than land paid to the city for use at the airport, which may be paid with, and shall be an allowable use of, airport revenue; and (3) the airport revenues remaining in the Airport’s account and otherwise due to or received by the city. S. 2759 also directs the FAA to remove the runway end indicator lighting system at the Airport.

*Legislative History*

On July 31, 2014, Senator Claire McCaskill (D–MO) introduce S. 2759. The bill was referred to the Committee on Commerce, Science and Transportation.

On September 17, 2014, the Committee on Commerce, Science, and Transportation ordered S. 2759 reported.

On December 1, 2014, S. 2759 was reported by Senator Jay Rockefeller (D–WV) without amendment with written report No. 113–282 and placed on Senate Legislative Calendar under General Orders. Calendar No. 609.

On December 3, 2014, S. 2759 passed Senate by unanimous consent.

On December 4, 2014, S. 2759 was received by the House and S. 2759 was referred to the Committee on Transportation and Infrastructure.

On December 9, 2014, S. 2759 was considered under suspension of the Rules and passed by voice vote.

On December 12, 2014 S. 2759 was presented to the President. On December 18, 2014 the bill was signed becoming Public Law 113–285.

CARL LEVIN AND HOWARD P. “BUCK” McKEON NATIONAL DEFENSE  
AUTHORIZATION ACT FOR FISCAL YEAR 2015

PUBLIC LAW 113–291 (H.R. 4435/H.R. 3979)

To authorize appropriations for fiscal year 2015 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

*Summary*

H.R. 4435 and H.R. 3979 authorize appropriations for fiscal year 2015 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 4435 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Aviation and the Subcommittee on Coast Guard and Maritime Transportation. The Committee worked with the Committee on Armed Services to clear provisions in H.R. 4435 within the Committee’s jurisdiction

*Legislative History*

H.R. 4435 was introduced by Congressman Howard P. “Buck” McKeon (R–CA) on April 9, 2014, and referred to the Committee on Armed Services.

H.R. 4435 was reported as amended by the Committee on Armed Services (H. Rept. 113–446) on May 13, 2014. A supplemental report (H. Rept. 113–446, Part II) was filed on May 19, 2014.

H.R. 4435 was considered under a Rule on May 20–22, 2014, and passed by a vote of 325 yeas and 98 nays (Roll No. 240).

H.R. 4435 was received in the Senate, read twice, placed on the Senate Legislative Calendar under General Orders (Calendar No. 425) on June 5, 2014.

On December 4, 2014, the House agreed to an amendment to the Senate amendments to H.R. 3979 pursuant to H. Res. 770, and passed by a vote of 300 yeas and 119 nays (Roll no. 551). The amendment contains language similar to H.R. 4435.

On December 9, 2014, H.R. 3979 was laid before the Senate unanimous consent.

On December 10 and 11, 2014, H.R. 3979 was considered by the Senate.

December 12, 2014, the Senate agreed to House amendment to Senate Amendment to H.R. 3979, under the order of December 11, 2014, having achieved 60 votes in the affirmative, by Yea-Nay Vote. 89–11. Record Vote Number: 325.

On December 18, 2014, H.R. 3979 was presented to the President. On December 19, 2014 the bill was signed becoming Public Law 113–291.

TO ENSURE THAT ANY NEW OR REVISED REQUIREMENT PROVIDING FOR THE SCREENING, TESTING, OR TREATMENT OF AN AIRMAN OR AN AIR TRAFFIC CONTROLLER FOR A SLEEP DISORDER IS ADOPTED PURSUANT TO A RULEMAKING PROCEEDING, AND FOR OTHER PURPOSES.

PENDING IN THE SENATE (H.R. 3578)

To establish requirements for the adoption of any new or revised requirement providing for the screening, testing, or treatment of an airman or an air traffic controller for a sleep disorder, and for other purposes.

#### *Summary*

To establish requirements for the adoption of any new or revised requirement providing for the screening, testing, or treatment of an airman or an air traffic controller for a sleep disorder, and for other purposes.

#### *Legislative History*

The legislation requires the FAA to go through an open rule-making process if the agency chooses to propose and implement sleep-disorder-related medical requirements for airmen and air traffic controllers.

#### *Legislative History*

H.R. 3578 was introduced by Congressmen Frank A. LoBiondo, (R–NJ) on November 21, 2013.

H.R. 3578 was ordered reported, as amended, by voice vote on December 4, 2013.

H.R. 3578 was reported with amendments by the Committee (H. Rept. 113–343) on February 6, 2014.

H.R. 3578 was considered under suspension of the Rules on February 11, 2014, and passed by a voice vote.

H.R. 3578 was received in the Senate on February 12, 2014.

## TRANSPARENT AIRFARES ACT OF 2014

PENDING IN THE SENATE (H.R. 4156)

To amend title 49, United States Code, to allow advertisements and solicitations for passenger air transportation to state the base airfare of the transportation, and for other purposes.

*Summary*

The legislation will allow airlines to state the base airfare in advertisements if the advertisements clearly and separately disclose taxes and government-imposed fees and the total cost of each ticket.

*Legislative History*

H.R. 4156 was introduced by Congressmen Bill Shuster (R-PA) on March 6, 2014.

H.R. 4156 was reported by the Committee (H. Rept. 113-554) on July 24, 2014.

H.R. 4156 was considered under suspension of the Rules on July 28, 2014 and the bill was agreed to by voice vote.

H.R. 4156 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation on July 29, 2014.

PROHIBITING IN-FLIGHT VOICE COMMUNICATION ON MOBILE  
WIRELESS DEVICES ACT OF 2013

REPORTED BY COMMITTEE (H.R. 3676)

To establish a prohibition on certain cell phone voice communications during passenger flights, and for other purposes.

*Summary*

The legislation would direct the Secretary of Transportation to issue regulations prohibiting an individual, except a crew member on duty or federal law enforcement officer acting in an official capacity, on an aircraft from engaging in voice communications using a mobile device during a flight in scheduled passenger air transportation.

*Legislative History*

H.R. 3676 was introduced by Congressman Bill Shuster (R-PA) on December 9, 2013.

H.R. 3676 was ordered reported on February 11, 2013.

H.R. 3676 was reported by the Committee (H. Rept. 113-466) on May 30, 2014, and placed on the Union Calendar (Calendar No. 345).

**Oversight Activities**

## HEARINGS, LISTENING SESSIONS, AND ROUNDTABLES

IMPLEMENTATION OF THE FAA REAUTHORIZATION AND REFORM ACT:  
ONE YEAR LATER

On February 27, 2013, the Subcommittee held an oversight hearing on the FAA Modernization and Reform Act (FAA Reform Act)



(P.L. 112–95). The purpose of the hearing was to address the progress that the FAA has made in the implementation of the law. The Subcommittee received testimony from the Administrator of the FAA.

#### NEXTGEN OVERSIGHT LISTENING SESSION

On April 10, 2013, the Subcommittee on Aviation held a listening session with representatives of airlines that have equipped their aircraft to utilize NextGen infrastructure and procedures. The airlines voiced their concern that they are not seeing a return on their investment and that delivery of NextGen benefits should be accelerated. Members and participants discussed possible solutions to get better usage out of NextGen procedures as well as ways for the FAA to accelerate NextGen benefits.

#### REVIEW OF THE FAA’S PROGRESS IN IMPLEMENTING THE FAA MODERNIZATION AND REFORM ACT

On May 16, 2013, the Subcommittee held a second oversight hearing on the FAA’s implementation of requirements of the FAA Reform Act. The hearing was a continuation of the February 2013 hearing addressing the FAA’s progress in implementing the law. The Subcommittee received testimony from the Administrator of the FAA.

#### NEXTGEN PERFORMANCE-BASED NAVIGATION PROCEDURES LISTENING SESSION

On May 22, 2013, the Subcommittee held the second in a series of NextGen listening sessions, meeting with representatives of various aviation stakeholders and the FAA. The purpose of the listening session was to find ways to allow users of the National Airspace System who have equipped their aircraft with NextGen technology to better utilize advanced, performance-based navigation procedures that rely on NextGen technology.

#### LESSONS LEARNED FROM THE BOEING 787 INCIDENTS

On June 12, 2013, the Subcommittee held an oversight hearing on the Boeing 787 battery incidents that occurred earlier in the year. The purpose of this hearing was to explore and discuss lessons learned and actions taken as a result of the incidents. The Subcommittee received testimony from the FAA’s Associate Administrator for Aviation Safety and The Boeing Company.

#### CAUSES OF DELAYS TO THE FAA’S NEXTGEN PROGRAM

On July 17, 2013, the Subcommittee held an oversight hearing on the FAA’s NextGen program. The purpose of the hearing was to address the delays in the FAA’s implementation of NextGen as outlined in an audit conducted by the Department of Transportation Office of Inspector General (DOT OIG). The Subcommittee received testimony from the Administrator of the FAA and the Inspector General of the DOT.

REVIEW OF THE FAA'S CERTIFICATION PROCESS: ENSURING AN  
EFFICIENT, EFFECTIVE AND SAFE PROCESS

On October 30, 2013, the Subcommittee held a hearing on the FAA's safety certification processes. The purpose of the hearing was to review the FAA's progress in implementing provisions in the FAA Reform Act which requires the agency to develop plans to streamline its certification process and address regional inconsistencies. The Subcommittee received testimony from witnesses representing the FAA, Government Accountability Office (GAO), DOT OIG, the General Aviation Manufacturers Association (GAMA), the Aerospace Industries Association of America (AIA), the National Air Transportation Association (NATA), and the Professional Aviation Safety Specialists (PASS).

NEXTGEN IMPLEMENTATION LISTENING SESSION

On November 19, 2013, the Subcommittee held the third in a series of NextGen listening sessions with the FAA, GAO and the DOT OIG, to follow up on the July NextGen hearing and again review the FAA's progress in implementing NextGen. The Subcommittee received information on challenges and areas for improvement in implementing NextGen, and the pace at which users of the National Airspace System realize benefits.

CLASSIFIED MEMBERS BRIEFING: AVIATION THREAT UPDATE

On November 20, 2013, the Committee on Homeland Security, Subcommittee on Transportation Security, held a classified Members' briefing and extended an invitation to Members of the Subcommittee on Aviation. At this classified briefing, Transportation Security Administration (TSA) Administrator John Pistole briefed Members on terrorist threats to commercial aviation.

THE STATE OF AMERICAN AVIATION

On December 12, 2013, the Subcommittee held a hearing to explore the state of American aviation. The purpose of this hearing was to hear from government, industry, and other stakeholders on the state of American aviation and learn about any issues or policy areas they believe need to be addressed in the next FAA reauthorization. The Subcommittee received testimony from representatives of the DOT, National Business Aviation Association (NBAA), American Association of Airport Executives (AAAE), Transportation Trades Department of the AFL-CIO, GAMA, and Airlines for America (A4A).

THE FAA MODERNIZATION AND REFORM ACT OF 2012: TWO YEARS  
LATER

On February 5, 2014, the Subcommittee held a hearing regarding the progress the FAA has made in implementing provisions in the FAA Reform Act over the last two years. The Subcommittee received testimony from the FAA, DOT OIG, and the GAO. The Subcommittee heard from the witnesses regarding the progress the FAA has made in implementing provisions in the FAA Reform Act over the last two years.

## NEXTGEN ADVISORY COMMITTEE (NAC) ROUNDTABLE

On February 27, 2014, the Subcommittee held a roundtable policy discussion in order to review the FAA's efforts to address the NAC's priorities for NextGen capabilities.

## UAS TEST RANGES ROUNDTABLE

On March 5, 2014, the Subcommittee held a roundtable to review how the FAA can benefit from the operation of the six unmanned aircraft system (UAS) test ranges. The FAA Reform Act requires the FAA to establish a program to allow for the safe integration of UAS in the National Airspace System by 2015, including designating six UAS test ranges to gather a variety of critical UAS safety and operational data. The roundtable discussion explored how the FAA will gather, analyze, and utilize the data collected from the test ranges to help safely integrate UAS into the national airspace. The discussion also included how to best share the data with stakeholders and other government agencies.

## MODERNIZING THE AVIATION SYSTEM: LEVERAGING THE ASSETS OF THE WILLIAM J. HUGHES TECHNICAL CENTER IN EGG HARBOR TOWNSHIP, NEW JERSEY

On March 11, 2014, the Subcommittee held a field hearing at the William J. Hughes Technical Center in New Jersey to receive testimony from the FAA and industry experts to learn about the resources of the Technical Center and how they can best be utilized to move NextGen forward. In addition the Subcommittee also received testimony regarding how the FAA is safely integrating UAS into the National Airspace System.

## AIR SERVICE TO SMALL AND RURAL COMMUNITIES

On April 30, 2014, the Subcommittee held a hearing to receive testimony from the DOT, GAO, and industry stakeholders on the state of air service to small and rural communities and explored ways to continue and improve critical air service to these areas of the country.

## AIRPORT FINANCING AND DEVELOPMENT

On June 18, 2014, the Subcommittee held a hearing to receive testimony from the FAA, GAO, and industry stakeholders on the state and future of airport financing and development. This hearing explored the current and future needs of aviation infrastructure and how Congress can provide for adequate funding of the growing infrastructure needs. The Subcommittee heard testimony from FAA, GAO, Airline Owners and Pilots Association, AAEA, and A4A.

## DOMESTIC AVIATION MANUFACTURING: CHALLENGES AND OPPORTUNITIES

On July 23, 2014, the Subcommittee held a hearing to review the state of American aviation manufacturing. The Subcommittee heard testimony on the economic health of American aviation manufacturing and challenges the industry is facing. The Subcommittee received testimony from representatives from the FAA, GAO,

GAMA, AIA, Hartzell Propeller, Inc., and the Air Washington project.

#### U.S. UNMANNED AIRCRAFT SYSTEMS: INTEGRATION, OVERSIGHT, AND COMPETITIVENESS

On December 10, 2014, the Subcommittee held a hearing regarding the state of UAS in the United States including UAS operations, government oversight and the competitiveness of American industry in the field. The Subcommittee received testimony from the FAA, DOT IG, GAO, Airware, the Air Line Pilots Association, and a Professor of Aeronautics, Astronautics and Computer Science.

#### OVERSIGHT LETTERS

##### BOEING 787 BATTERY ISSUE

In January 2013, there were two incidents involving a lithium-ion battery on Boeing 787 aircraft one on the ground in Boston and the second in the air over Japan. After ordering a review of all Boeing 787 critical systems, the FAA issued an emergency airworthiness directive that temporarily halted 787 operations. On January 18, 2013, Subcommittee Chairman Frank A. LoBiondo sent the FAA a letter requesting to be kept apprised of the results of the FAA's review of the Boeing 787 battery issue, including lessons learned as a result of the review.

##### DOT SEQUESTRATION FURLOUGH OVERSIGHT

On March 7, 2013, after the FAA announced its intention to furlough all FAA employees in order to implement sequestration, Committee Chairman Bill Shuster sent a bicameral letter in conjunction with Senate Committee on Commerce, Science, and Transportation Ranking Member John Thune to the DOT requesting information regarding the agency's decision to furlough employees rather than pursuing other options to reduce spending.

##### SEQUESTRATION AIR TRAFFIC CONTROL TOWER CLOSURES OVERSIGHT

On March 22, 2013, following the FAA's announcement that it intended to close over 100 air traffic control towers in its Federal Contract Tower Program (FCTP) in order to implement sequestration, Committee Chairman Bill Shuster sent a bicameral letter in conjunction with Senate Committee on Commerce, Science, and Transportation Ranking Member John Thune to the DOT expressing concern about the agency's plan to close air traffic control towers in the FCTP. The letter also requested that the DOT provide a safety analysis for each proposed tower closing and a detailed explanation for how each tower would be closed.

##### OPPOSING AVIATION USER FEES

On April 5, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo and Ranking Member Rick Larsen sent the President a letter in opposition to imposing a \$100-per-flight user fee on certain commercial and general aviation operations. The President's budget for fiscal year 2014 included a proposal to impose the fee.

#### REVIEW OF PRECLEARANCE FACILITY AT ABU DHABI INTERNATIONAL AIRPORT

In April 2013, the Department of Homeland Security (DHS) and Customs and Border Protection (CBP) announced that they were in final negotiations with the United Arab Emirates to set up a CBP preclearance facility at Abu Dhabi International Airport. The Committee took note that in contrast to airports with existing CBP preclearance facilities, Abu Dhabi International Airport was not at that time served by any American carrier. On April 17, 2013, Subcommittee Chairman Frank A. LoBiondo sent DOT a letter expressing opposition to a CBP preclearance facility at Abu Dhabi International Airport. On April 18, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, along with Subcommittee Chairman Frank A. LoBiondo and Ranking Member Rick Larsen, sent a joint letter with Members of the Committee on Homeland Security to the DHS requesting information about the Department's decision to create the CBP preclearance facility at Abu Dhabi International Airport.

#### DOT SEQUESTRATION DOCUMENTATION REQUEST AND OVERSIGHT

On April 25, 2013, in a follow-up to its earlier letter dated February 25, 2013, Committee Chairman Bill Shuster sent a letter in conjunction with House Committee on Oversight and Government Reform Chairman Darrell E. Issa to DOT requesting that the Department provide both Committees with a comprehensive set of documents and communications related to the FAA's implementation of sequestration.

#### REVIEW OF SAFETY MANAGEMENT SYSTEMS IMPLEMENTATION

On May 3, 2013, Subcommittee Chairman Frank A. LoBiondo requested that GAO review the status of implementation of safety management systems across the aviation community, including the FAA's internal lines of business, airports, airlines and other industry segments, and assess the FAA's oversight. The GAO issued its report on June 25, 2014.

#### OPPOSITION TO AIRSHOW FAA AIR TRAFFIC CONTROLLER FUNDING CUTS

On May 24, 2013, following an announcement that the FAA would begin charging airshows to provide air traffic control services, Committee Chairman Bill Shuster sent the FAA a letter requesting the agency reconsider its decision regarding funding for EAA Air Venture in Oshkosh, Wisconsin.

#### REVIEW OF TSA MODIFICATIONS TO THE PROHIBITED ITEMS LIST

On June 24, 2013, Subcommittee on Aviation Chairman Frank A. LoBiondo requested that GAO review TSA's process for modifying their prohibited items list, including how it consults with private and public stakeholders and how this process addresses TSA's risk-based approach toward screening procedures. The GAO is expected to issue its report in early 2015.

## REVIEW OF FAA ORGANIZATIONAL STRUCTURE

On September 4, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo requested that the DOT OIG review the FAA's current organizational structure, compare it with other countries' air traffic control organizations, and identify possible benefits of alternative structural reforms. The DOT OIG is expected to issue its report in early 2015.

## NEW PILOT RECORDS DATABASE IMPLEMENTATION

On September 10, 2013, Subcommittee Chairman Frank A. LoBiondo and Ranking Member Rick Larsen requested that DOT OIG continue to monitor and examine FAA and industry progress in implementing the new pilot records database as mandated by the Airline Safety and Federal Aviation Administration Extension Act of 2010 (P.L. 111-216), enacted in response to the tragic crash of Colgan flight 3407 in February 2009. The DOT OIG is expected to issue its report in 2015.

## RESPONDING TO NEXTGEN CHALLENGES: A REVIEW

On September 26, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo requested that GAO review how effectively the FAA has responded to the challenges in NextGen implementation that have been identified by GAO and others. The GAO is expected to issue its report in 2015.

EVALUATION OF FAA INFORMATION SECURITY CONTROLS  
IMPLEMENTATION FOR AIR TRAFFIC CONTROL

On September 26, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo requested that GAO update its 2005 study evaluating the extent to which the FAA has implemented effective information security controls for air traffic control. The GAO is expected to issue its report in January of 2015.

## UPDATE ON AIRPORT IMPROVEMENT PROGRAM FUNDING

On March 13, 2013, Subcommittee Ranking Member Rick Larsen requested that GAO review future demands on airport infrastructure and the funding capacity of airports to meet national and regional needs and to maintain a safe and efficient airport system. Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo joined in this request on September 26, 2013. The GAO is expected to issue its report in 2015.

## AVIATION ACTIVITY FORECAST

On September 26, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo requested that GAO study how the levels of aviation activity in the future will impact FAA operations and funding. The GAO is expected to issue its report in 2015.

## SESAR INTEROPERABILITY STUDY

On September 26, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo requested that GAO review progress made by the FAA and key stakeholders to achieve

global air traffic control harmonization and airspace interoperability, and in particular how the FAA's NextGen and Europe's SESAR (the European air traffic control modernization program) can be better harmonized to streamline operations. The GAO is expected to issue its report in 2015.

#### REVIEWING FAA'S ORGANIZATIONAL STRUCTURE

On October 1, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Frank A. LoBiondo and Ranking Member Rick Larsen, requested that GAO gather a wide range of stakeholder perspectives, including labor, airlines, airports, and general aviation users, on the effectiveness of the FAA's organizational structure to support both the implementation of NextGen and the day-to-day operation of the National Airspace System. The GAO released its report in September 2014.

#### UPDATE ON FOREIGN AIR NAVIGATION SERVICE PROVIDERS

On October 1, 2013, Committee Chairman Bill Shuster of the and Subcommittee Chairman Frank A. LoBiondo requested that GAO update its 2005 study on the characteristics and performance of international air navigation service providers and include a review of how international systems differ from the United States in terms of number and complexity of operations and safety. The GAO is expected to issue its report in 2015.

#### MAXIMIZING PERFORMANCE-BASED NAVIGATION PROCEDURES THROUGH AIR TRAFFIC CONTROLLER AUTOMATION TOOLS

On October 13, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, Subcommittee Chairman Frank A. LoBiondo and Ranking Member Rick Larsen asked that DOT OIG assess the FAA's progress toward developing and deploying new air traffic controller automation tools to maximize the use of performance-based navigation (PBN) procedures. The report was issued in June 2014. The DOT OIG found that while the FAA had deployed PBN procedures and had more under development, utilization of the procedures remained low for a variety of reasons including a lack of standardized training for pilots and air traffic controllers, insufficient automation tools and outdated policies. The DOT OIG made three recommendations to the FAA to remedy the issues it identified. The FAA did not provide a written response to the draft report furnished by DOT OIG.

#### UNMANNED AIRCRAFT SYSTEMS BASELINE STUDY

On November 20, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Frank A. LoBiondo and Ranking Member Rick Larsen, requested that GAO undertake a study to provide a baseline of information, status, challenges, and recommendations for improvement with regard to the acquisition of unmanned aircraft systems' operational and safety data and the coordination of research and development activities among federal agencies and between the federal and private sectors. The GAO is expected to issue its report in 2015.

## UNMANNED AIRCRAFT SYSTEMS COMPETITIVENESS STUDY

On November 20, 2013, Committee Chairman Bill Shuster, Subcommittee Chairman Frank A. LoBiondo, and Subcommittee Ranking Member Rick Larsen requested that GAO undertake a study to address the key similarities and differences in the progress, development, and civilian uses of unmanned aircraft systems in key international markets and our trading partners, their implications for American competitiveness, and what lessons can be found for the United States from international approaches to the development and integration of unmanned aircraft systems. The GAO is expected to issue its report in 2015.

## NEXTGEN ADVISORY COMMITTEE PRIORITIES FOR FAA'S NEXTGEN UNDER SEQUESTRATION

On November 20, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Frank A. LoBiondo and Ranking Member Rick Larsen, requested that the DOT OIG examine the FAA's response to the NextGen Advisory Committee's recommendations, including any actions the agency is taking to adjust its budget and plans. The DOT OIG issued its report in November of 2014.

## FEDERAL AVIATION ADMINISTRATION'S CERTIFICATION PROCESSES

On November 22, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo requested that GAO conduct a review of the FAA's progress in carrying out recommendations developed from section 312 and 313 in the FAA Reform Act concerning the FAA's attempts to streamline and reduce regional inconsistencies of interpretation for its certification processes. The GAO is expected to issue its report in early 2015.

## FAA REVIEW AND REFORM

On November 22, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo requested that GAO review and analyze the progress that the FAA has made in addressing its recommendations from section 812 of the FAA Reform Act, which required the FAA to identify and develop recommendations to mitigate redundant, duplicative, ineffective or obsolete processes, positions, or offices. The GAO is expected to issue its report in early 2015.

## ALTERNATIVE MECHANISMS OF PASSENGER FACILITY CHARGE COLLECTION

On November 22, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Frank A. LoBiondo requested that GAO update its earlier study of collection mechanisms for passenger facility charges and focus on alternative collection methods that were identified in GAO's prior report, or have subsequently been identified, and evaluate the technological readiness of these alternatives. The GAO issued this report in November of 2014.



## CERTIFICATION OF NORWEGIAN AIR INTERNATIONAL

On January 7, 2014, Committee Ranking Member Nick J. Rahall, II, Subcommittee Chairman Frank A. LoBiondo, and Subcommittee Ranking Member Rick Larsen requested that Secretary Foxx thoroughly investigate the Norwegian Air International business model to ensure any action taken by the DOT is in the public interest.

## HIRING PROCEDURES FOR AIR TRAFFIC CONTROLLERS

On February 25, 2014, Subcommittee Chairman Frank A. LoBiondo requested that GAO examine whether the FAA's revised hiring process for air traffic controllers was properly developed and implemented with the input of interested stakeholders and whether it has proven efficacious. The GAO has temporarily suspended work on this issue due to ongoing litigation on the FAA process.

## NEXTGEN PUBLIC-PRIVATE PARTNERSHIP PROGRAM

On May 1, 2014, Committee Chairman Bill Shuster wrote FAA Administrator Huerta seeking information about the FAA's implementation of section 221 of the FAA Reform Act of 2012 that authorized creation of a public-private partnership to incentivize and accelerate the equipage of aircraft with advanced avionics.

## CONTINUING APPROPRIATIONS RESOLUTION OF 2014—IMPLEMENTATION OF THE TRANSPORTATION SECURITY ADMINISTRATION'S SECURITY FEE INCREASE

On December 26, 2013 H.J. Res. 59, Continuing Appropriations Resolution of 2014 (The Bipartisan Budget Act of 2013) was signed into law (Public Law 113–67). This bill increased the TSA Passenger Security Fee from \$2.50 per flight segment to \$5.60 per one-way trip beginning July 1, 2014, and repealed the Aviation Security Infrastructure Fee (ASIF) on Oct. 1, 2014.

On July 21, 2014, Chairman Bill Shuster sent a letter to Office of Management and Budget Director Shaun Donovan and DHS Secretary Jeh Johnson expressing concern that Public Law 113–67 was designed to simplify the administration of air transportation fees without changing the overall cap for the fees, and Congress did not intend for the definition of the round trip to change.

## APPLICATION OF ARTICLE 17 BIS OF U.S.-EU OPEN SKIES AGREEMENT

On August 18, 2014, Subcommittee Chairman Frank A. LoBiondo wrote DOT Secretary Foxx asking that he consider invoking the consultation provisions of article 6 *bis* of the United States-European Union Air Transport Agreement to discuss the application of Norwegian Air International and the applicability of article 17 *bis* concerning labor standards.

## INTERAGENCY EFFORTS TO CONTAIN THE EBOLA VIRUS

On October 14, 2014, Committee Chairman Bill Shuster and Senate Commerce, Science, and Transportation Ranking Member Thune requested that DOT Secretary Foxx and DHS Secretary Johnson provide information about their respective agencies' efforts and interagency activities to prevent the spread of the Ebola virus in the United States.

On October 20, 2014, Subcommittee Chairman Frank A. LoBiondo supplemented Committee Chairman Bill Shuster's and Senate Ranking Member Thune's October 14, 2014, letter regarding their agencies' efforts to prevent the spread of the Ebola virus in the United States.

#### USE OF THE CIVIL RESERVE AIR FLEET IN THE EBOLA RESPONSE

On October 23, 2014, Committee Chairman Bill Shuster and Senate Committee on Commerce, Science, and Transportation Ranking Member John Thune requested that President Obama consider utilizing the resources of the Civil Reserve Air Fleet (CRAF) program to ensure the movement of supplies and personnel necessary to contain the Ebola outbreak in West Africa in light of calls for a travel ban and reduced commercial air service to affected countries.

#### GAO AND DOT OIG STUDIES FROM PREVIOUS CONGRESSES OR FIRST SESSION OF 113TH CONGRESS

On July 24, 2012, then Committee Chairman John L. Mica (R-FL) and Subcommittee Chairman Thomas E. Petri (R-WI) asked that GAO review efforts to develop commercially viable alternative aviation fuels in the United States, expected benefits for such fuels, challenges to commercial viability, and additional steps the federal government should take to advance alternative fuels in the United States. The report was released on May 7, 2014 (GAO-14-407). GAO reported that the federal government, through the FAA and other agencies, supported the development of alternative fuels. GAO also found that alternative jet fuels were not commercially viable for a variety of reasons including high development costs and regulatory uncertainty. GAO further found that key factors affecting commercial viability included comparative value of competing end products, feedstock prices and costs of conventional fuels. GAO provided the DOT and other agencies a draft of the report to permit an opportunity for comment. Their technical comments were incorporated throughout the report.

On October 2, 2012, then Committee Chairman John L. Mica (R-FL) and Subcommittee Chairman Thomas E. Petri (R-WI) asked that GAO assess whether the United States aviation industry faced a shortage of skilled professionals. The Chairmen asked that the scope of the research address the demand for such professionals and also whether stakeholders were taking sufficient steps to ensure an adequate supply. GAO issued two reports on February 28, 2014 (GAO-14-232 and GAO-14-237). In the first report (GAO-14-232), GAO addressed the supply of pilots and found mixed evidence about the extent of a shortage. They found that airlines faced shortages in some instances and responded by forming relationships with flight school and improved compensation, among other measures. GAO provided the Departments of Defense (DOD), the Department of Labor (DOL), DOT, and other agencies a draft of the report to permit an opportunity for comment. The DOD made no comments while both DOT and DOL provided technical comments that were incorporated into the report. Third-party stakeholders also provided comments that were incorporated.

In the second report (GAO-14-237), GAO addressed the supply of other professionals such as aerospace engineers, aircraft mechanics and avionics technicians. GAO again found mixed evidence

of a shortage. They found that stakeholders, including private firms, had taken steps including recruiting efforts and raising wages. GAO found that several federal government agencies maintain programs to assist individuals interested in aviation careers. The DOD made no comments while both DOT and DOL provided technical comments that were incorporated into the report.

#### HEARINGS HELD

Hearing entitled “Implementation of the FAA Modernization and Reform Act: One Year Later” (February 27, 2013) Committee Serial Number 113–3

Hearing entitled “Review of the FAA’s Progress in Implementing the FAA Modernization and Reform Act” (May 16, 2013) Committee Serial Number 113–15

Hearing entitled “Lessons Learned from the Boeing 787 Incidents” (June 12, 2013) Committee Serial Number 113–24

Hearing entitled “Causes of Delays to the FAA’s NextGen Program” (July 17, 2013) Committee Serial Number 113–30

Hearing entitled “Review of FAA’s Certification Process: Ensuring an Efficient, Effective, and Safe Process” (October 30, 2013) Committee Serial Number 113–40

Hearing entitled “The State of American Aviation” (December 12, 2013) Committee Serial Number 113–46

Hearing entitled “The FAA Modernization Act of 2012: Two Years Later” (February 5, 2014) Committee Serial Number 113–52

Field Hearing at the William J. Hughes Technical Center, Egg Harbor Township, NJ, entitled “Modernizing the Aviation System: Leveraging the Assets of the William J. Hughes Technical Center” (March 11, 2014) Committee Serial Number 113–58

Hearing entitled “Air Service to Small and Rural Communities” (April 30, 2014) Committee Serial Number 113–69

Hearing entitled “Airport Financing and Development” (June 18, 2014) Committee Serial Number 113–75

Hearing entitled, “Domestic Aviation Manufacturing: Challenges and Opportunities” (July 23, 2014) Committee Serial Number 113–77

Hearing Entitled, “U.S. Unmanned Aircraft Systems: Integration, Oversight, and Competitiveness” (December 10, 2014) Committee Serial Number 113–84

**SUBCOMMITTEE ON COAST GUARD AND MARITIME  
TRANSPORTATION**

**U.S. HOUSE OF REPRESENTATIVES**

**113TH CONGRESS**

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JOHN GARAMENDI, California, *Ranking Member*

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BILL SHUSTER, Pennsylvania <i>(ex officio)</i>	

**Legislative Activities**

**NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2014**

PUBLIC LAW 113–66 (H.R. 3304/H.R. 1960)

To authorize appropriations for fiscal year 2014 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

*Summary*

H.R. 3304 authorizes appropriations for fiscal year 2014 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 3304 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Aviation. The Committee worked with the Committee on Armed Services to clear provisions in H.R. 3304 within the Committee's jurisdiction.

*Legislative History*

H.R. 1960 was introduced by Congressman Howard P. "Buck" McKeon (R–CA), on May 14, 2013.

H.R. 1960 was reported with amendments by the Committee on Armed Services (House Report 113–102) on June 7, 2013.

H.R. 1960 was considered under a Rule on June 12–14, 2013, and passed by a vote of 315 yeas and 108 nays (Roll No. 244).

On July 8, 2013, H.R. 1960 was received in the Senate, read twice and placed on the Senate Legislative Calendar under General Orders (Calendar No. 126).

H.R. 3304 was introduced by Congressman Theodore E. Deutch (D–FL) on October 22, 2013.

H.R. 3304 was considered under suspension of the Rules of the House of Representatives on October 28, 2013, and passed by voice vote.

On November 19, 2013, H.R. 3304 passed the Senate with amendments by unanimous consent.

On December 12, 2013, the House agreed to Senate amendments with an amendment pursuant to H. Res. 441. The amendment contains language similar to H.R. 1960.

H.R. 3304 was presented to the President on December 23, 2013, and signed into law on December 26, 2013, becoming Public Law 113–66.

#### FEDERAL AGRICULTURE REFORM AND RISK MANAGEMENT ACT OF 2013

PUBLIC LAW 113–79 (H.R. 2642/H.R. 1947)

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

#### *Summary*

H.R. 2642 provides for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018. H.R. 2642 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Coast Guard and Maritime Transportation; Economic Development, Public Buildings, and Emergency Management; Highways and Transit; and Railroads, Pipelines, and Hazardous Materials.

#### *Legislative Summary*

H.R. 1947 was introduced by Congressman Frank D. Lucas (R-OK), Chairman of the Committee on Agriculture, on May 13, 2013.

H.R. 1947 was considered on June 20, 2013, and failed on passage by recorded vote of 195 yeas to 234 nays (Roll No. 286).

H.R. 2642 was introduced by Congressman Frank D. Lucas (R-OK), Chairman of the Committee on Agriculture, on July 10, 2013. H.R. 2642 contains language similar to H.R. 1947.

H.R. 2642 passed the House by a vote of 216 yeas and 208 nays (Roll No. 353).

On July 16, 2013, H.R. 2642 was received in the Senate, read twice, and placed on the Senate Legislative Calendar.

On July 18, 2013, the Senate struck all after the Enacting Clause and substituted the language of S. 954 as amended. Subsequently, the Senate passed the measure by unanimous consent.

On October 11, 2013, Committee Chairman Bill Shuster wrote a letter to Speaker John A. Boehner requesting the appointment of conferees from the Committee on Transportation and Infrastructure.

On October 17, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham and Ranking Member Corrine Brown, wrote identical letters to House Committee on Agriculture Chairman Frank D. Lucas and

Ranking Member Collin C. Peterson and Senate Committee on Agriculture, Nutrition, and Forestry Chairwoman Debbie Stabenow and Ranking Member Thad Cochran to express objection to section 6206 of the Senate Amendment to H.R. 2642.

On October 25, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Duncan Hunter and Ranking Member John Garamendi, wrote identical letters to House Committee on Agriculture Chairman Frank D. Lucas and Ranking Member Collin C. Peterson and Senate Committee on Agriculture, Nutrition, and Forestry Chairwoman Debbie Stabenow and Ranking Member Thad Cochran in support of the House-passed reauthorization of the Food for Peace Program in H.R. 2642.

On October 30, 2013, the House and Senate began formal conference committee meetings.

On January 27, 2014, Conference Report 113–333 was filed.

On January 29, 2014, the Conference Report was agreed to by the House by a rollcall vote of 251–166 (Roll No. 31).

On February 4, 2014, the Conference Report was agreed to by the Senate by a vote of 68–32 (Roll No. 21).

On February 7, 2014, H.R. 2642 was presented to the President and signed into law, becoming Public Law 113–79.

#### COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2014

PUBLIC LAW 113–281 (H.R. 4005/H.R. 5769/S. 2444)

##### *Summary*

H.R. 4005 and H.R. 5769, the Howard Coble Coast Guard and Maritime Transportation Act of 2014, authorizes \$8.7 billion in discretionary funding for the Coast Guard for each of the fiscal years 2015 and 2016. The bill authorizes the end-of-year strength for active duty military personnel at 43,000 for each of the fiscal years 2015 and 2016. The bill also authorizes \$24.7 million for the Federal Maritime Commission (FMC) for fiscal years 2015 and 2016. Finally, the bill makes several reforms to Coast Guard authorities and laws governing shipping and navigation.

##### *Legislative History*

H.R. 4005 was introduced by Congressman Duncan Hunter (R-CA) on February 6, 2014.

The Committee met in open markup session on February 11, 2014, and ordered H.R. 4005 favorably reported to the House, as amended, by a voice vote.

H.R. 4005 was reported to the House on March 25, 2014 (H. Rept. 113–384), and the bill was placed on the Union Calendar (Calendar No. 286).

On April 1, 2014, H.R. 4005 was considered under suspension of the Rules and passed, as amended, by a voice vote.

On April 2, 2014, H.R. 4005 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation.

H.R. 5769 was introduced by Congressman Duncan Hunter (R-CA) on December 1, 2014. H.R. 5769 contains language similar to H.R. 4005.

H.R. 5769 was considered under suspension of the Rules and passed by a vote of 413 yeas and 3 nays (Roll no. 541) on December 3, 2014.

H.R. 5769 was received in the Senate, read twice, and referred to the Senate Committee on Commerce, Science, and Transportation on December 4, 2014.

On June 5, 2014, S. 2444 was introduced by Senator Mark Begich (D-AK).

On December 10, 2014, the Senate passed S. 2444. On the same day the House received S. 2444 and the bill passed the House by unanimous consent. S. 2444 contains language similar to H.R. 4005 and H.R. 5769.

On December 10, 2014, S. 2444 passed the House by unanimous consent.

On December 12, 2014, S. 2444 was presented to the President. On December 18, 2014, the bill was signed becoming Public Law 113–281.

#### DHS OIG MANDATES REVISION ACT OF 2014

PUBLIC LAW 113–284 (S.2651)

To repeal certain mandates of the Department of Homeland Office of Inspector General.

#### *Summary*

S. 2651 repeals requirements that DHS Inspector General: (1) conduct an annual evaluation of the cargo inspection targeting system for international intermodal cargo containers; (2) conduct an annual review of the performance by the Coast Guard of its missions, with particular emphasis on its non-homeland security missions; (3) authenticate the National Drug Control Program agencies' annual detailed accounting of all funds expended by such agencies for Program activities for the preceding year prior to its submission to the Director of the Office of National Drug Control Policy; and (4) annually audit and report on the use and effectiveness of DHS grants to a sample of states and high-risk urban areas to prevent, prepare for, protect against, or respond to natural disasters, acts of terrorism, or other man-made disasters.

#### *Legislative History*

S.2651 was introduced by Senator Tom Coburn (R-OK) on July 24, 2014 and referred to the Senate Committee on Homeland Security and Governmental Affairs.

On July 30, 2014, the Committee ordered S.2651 to be reported with an amendment in the nature of a substitute favorably.

On September 16, 2014, the Committee reported S.2651 by Senator Tom Carper (D-DE) with an amendment in the nature of a substitute and placed S.2651 on the Legislative Calendar under General Orders (Calendar No. 567).

On September 17, 2014 the Senate passed S.2651 with an amendment by unanimous consent.

On September 18, 2014, S.2651 was received by the House and referred to the Committees on Transportation and Infrastructure and Homeland Security.

On December 10, 2014, S. 2651 was considered under suspension of the Rules and passed by voice vote.

On December 12, 2014, S. 2651 was presented to the President. On December 18, 2014, the bill was signed becoming Public Law 113–284.

CARL LEVIN AND HOWARD P. “BUCK” McKEON NATIONAL DEFENSE  
AUTHORIZATION ACT FOR FISCAL YEAR 2015

PUBLIC LAW 113–291 (H.R. 4435/H.R. 3979)

To authorize appropriations for fiscal year 2015 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

*Summary*

H.R. 4435 authorizes appropriations for fiscal year 2015 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year. H.R. 4435 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittee on Aviation and the Subcommittee on Coast Guard and Maritime Transportation. The Committee worked with the Committee on Armed Services to clear provisions in H.R. 4435 within the Committee’s jurisdiction.

*Legislative History*

H.R. 4435 was introduced by Congressman Howard P. “Buck” McKeon (R-CA) on April 9, 2014, and referred to the Committee on Armed Services.

H.R. 4435 was reported as amended by the Committee on Armed Services (H. Rept. 113–446) on May 13, 2014. A supplemental report (H. Rept. 113–446, Part II) was filed on May 19, 2014.

H.R. 4435 was considered under a Rule on May 20–22, 2014, and passed by a vote of 325 yeas and 98 nays (Roll No. 240).

H.R. 4435 was received in the Senate, read twice, placed on the Senate Legislative Calendar under General Orders (Calendar No. 425) on June 5, 2014.

On December 4, 2014, the House agreed to an amendment to the Senate amendments to H.R. 3979 pursuant to H. Res. 770, and passed by a vote of 300 yeas and 119 nays (Roll No. 551). The amendment contains language similar to H.R. 4435.

On December 9, 2014, H.R. 3979 was laid before the Senate by unanimous consent.

On December 10 and 11, 2014, H.R. 3979 was considered by the Senate.

December 12, 2014, the Senate agreed to House amendment to Senate Amendment to H.R. 3979, under the order of December 11, 2014, having achieved 60 votes in the affirmative, by Yea-Nay Vote. 89–11. Record Vote Number: 325.



On December 18, 2014, H.R. 3979 was presented to the President. On December 19, 2014 the bill was signed becoming Public Law 113–291.

TO AMEND TITLE 46, UNITED STATES CODE, TO EXTEND THE EXEMPTION FROM FIRE RETARDANT MATERIALS CONSTRUCTION REQUIREMENTS FOR VESSELS OPERATING WITHIN THE BOUNDARY LINE

PENDING IN THE SENATE (H.R. 1961)

### *Summary*

H.R. 1961 extends through October 31, 2028, the exemption from vessel fire-retardant material construction requirements for certain vessels in operation before 1968 and operating in internal waters.

### *Legislative History*

H.R. 1961 was introduced by Congressman Steve Chabot (R–OH) on May 14, 2013.

On July 18, 2013, the Committee met in open markup session and ordered H.R. 1961 favorably reported to the House by a voice vote.

H.R. 1961 was reported to the House on July 24, 2013 (House Report 113–175), and the bill was placed on the Union Calendar (Calendar No. 127).

On September 25, 2013, H.R. 1961 was considered under suspension of the Rules and passed by the yeas and nays, 280–89 (Roll No. 484).

On September 26, 2013, H.R. 1961 was received in the Senate.

On December 20, 2013, H.R. 1961 was referred to the Senate Committee on Commerce, Science, and Transportation.

## **Oversight Activities**

### HEARINGS, MEETINGS, AND ROUNDTABLES

#### COAST GUARD MISSION BALANCE

On February 26, 2013, the Subcommittee held a hearing to examine how the Coast Guard allocates hours and resources among its multiple statutory missions, as well as how the Service measures mission performance. The Subcommittee heard testimony from the Coast Guard.

#### PORT AND VESSEL SAFETY AND SECURITY

On March 14, 2013, the Coast Guard held a classified briefing for Members of the Committee on how it collects and disseminates intelligence on vessels bound for the United States, as well as the tactics the Service uses, and the capabilities it has, to interdict vessels which pose a threat. The Coast Guard also discussed the security of port facilities and other shoreside infrastructure.

#### UPDATE OF EFFORTS TO COMBAT PIRACY

On April 10, 2013, the Subcommittee held a hearing to review the efforts of the federal government to safeguard the United States and international interests against acts of piracy off the coast of Africa and other waters. The Subcommittee heard testi-

mony from the Coast Guard, the Navy, the Maritime Administration, the Department of State, and Lloyd's Market Association.

PRESIDENT'S FISCAL YEAR 2014 BUDGET REQUEST FOR COAST GUARD  
AND MARITIME TRANSPORTATION PROGRAMS

On Tuesday, April 16, 2013, the Subcommittee held a hearing to examine the fiscal year 2014 budget requests for the Coast Guard, the Federal Maritime Commission (FMC), and the Maritime Administration. The Subcommittee heard testimony from the Coast Guard, the FMC, and the Maritime Administration.

MARITIME TRANSPORTATION: THE ROLE OF U.S. SHIPS AND MARINERS

On May 21, 2013, the Subcommittee held a hearing to examine the contributions of American-flagged vessels and American mariners to our economy and national security. The Subcommittee heard testimony from the Department of Transportation, the United States Transportation Command, Shipbuilders Council of America, American Maritime Partnership, Marine Engineers' Beneficial Association, and the Seafarers International Union.

COAST GUARD READINESS: EXAMINING CUTTER, AIRCRAFT, AND  
COMMUNICATIONS NEEDS

On June 26, 2013, the Subcommittee held a hearing to review the status of the Coast Guard's current program to recapitalize its aircraft, cutters and information technology systems, as well as to examine the program's sustainability. The Subcommittee heard testimony from the Coast Guard, the Congressional Research Service (CRS), The Heritage Foundation, and the Center for American Progress.

HOW TO IMPROVE THE EFFICIENCY, SAFETY, AND SECURITY OF MARI-  
TIME TRANSPORTATION: BETTER USE AND INTEGRATION OF MARI-  
TIME DOMAIN AWARENESS DATA

On July 31, 2013, the Subcommittee held a hearing to review Coast Guard maritime domain awareness (MDA) programs and whether such programs are improving the efficiency, safety, and security of maritime transportation. The Subcommittee heard testimony from the Coast Guard, the Government Accountability Office (GAO), and MDA stakeholders in private industry and academia.

MARITIME TRANSPORTATION REGULATIONS: IMPACTS ON SAFETY,  
SECURITY, JOBS, AND THE ENVIRONMENT, PART 1

On September 10, 2013, the Subcommittee held a hearing to review the status of regulations by the Coast Guard, the Environmental Protection Agency (EPA), the FMC, and the Maritime Administration, as well as examine how such regulations impact the maritime industry. The Subcommittee heard testimony from the Coast Guard, FMC, the Maritime Administration, American Waterways Operators, USA Maritime, Sportfishing Association of California, National Customs Brokers and Forwarders Association of America, Consortium of State Maritime Academies, and the National Disability Rights Network.

COAST GUARD AND MARITIME TRANSPORTATION AUTHORIZATION  
ISSUES

On October 29, 2013, the Subcommittee held a hearing to examine regulatory and other issues impacting the maritime transportation sector that may be addressed in legislation. The Subcommittee heard testimony from the Coast Guard, EPA, and the National Transportation Safety Board (NTSB).

COAST GUARD MISSION EXECUTION: HOW IS THE COAST GUARD  
MEETING ITS MISSION GOALS?

On December 11, 2013, the Subcommittee held a hearing to examine factors inhibiting the Coast Guard's ability to meet its mission performance targets and whether those targets are truly achievable, as well as to review what steps the Service might take to adjust performance targets to address these factors and to acquire and maintain the capabilities necessary to meet such revised targets. The Subcommittee heard testimony from the Coast Guard.

FINDING YOUR WAY: THE FUTURE OF FEDERAL AIDS TO NAVIGATION

On February 4, 2014, the Subcommittee on held a hearing to examine the future of federal navigation programs. The Subcommittee heard testimony from the Coast Guard, the National Oceanic and Atmospheric Administration (NOAA), the Army Corps of Engineers, the Resilient Navigation and Timing Foundation, the Center for Coastal and Ocean Mapping/Joint Hydrographic Center, the Management Association for Private Photogrammetric Surveyors, and the Marine Exchange of the San Francisco Bay Region.

MARITIME TECHNOLOGY ROUNDTABLE

On February 20, 2014, the Subcommittee held a roundtable meeting in San Diego, California to provide Subcommittee members an introduction to the latest innovations in maritime technology that are most relevant to the Subcommittee's jurisdiction.

MARITIME TRANSPORTATION REGULATIONS: IMPACTS ON SAFETY,  
SECURITY, JOBS, AND THE ENVIRONMENT, PART 2

On March 4, 2014, the Subcommittee held a hearing to review the status of regulations by the Coast Guard and the EPA, as well as examine how such regulations impact the maritime industry. The Subcommittee heard testimony from the Coast Guard, the EPA, the American Waterways Operators, the Chamber of Shipping of America, LaMonica Fine Foods LLC, and the CSL Group, Inc. Eagle Rock Aggregates, Inc. submitted a written statement for the record.

PRESIDENT'S FISCAL YEAR 2015 BUDGET REQUEST FOR COAST GUARD  
AND MARITIME TRANSPORTATION PROGRAMS

On March 26, 2014, the Subcommittee held a hearing to examine the fiscal year 2015 budget requests for the Coast Guard, FMC, and the Maritime Administration. The Subcommittee heard testimony from the leaders of the Coast Guard, the Maritime Administration, and FMC.

#### CONFRONTING TRANSNATIONAL DRUG SMUGGLING: AN ASSESSMENT OF REGIONAL PARTNERSHIPS

On April 29, 2014, the Subcommittee and the Subcommittee on the Western Hemisphere of the Committee on Foreign Affairs held a joint hearing to examine the federal government's efforts to confront transnational drug smuggling and stem the flow of illegal drugs to the United States. The Subcommittees heard testimony from the Coast Guard, United States Southern Command, and the Department of State.

#### USING NEW OCEAN TECHNOLOGIES: PROMOTING EFFICIENT MARITIME TRANSPORTATION AND IMPROVING MARITIME DOMAIN AWARENESS AND RESPONSE CAPABILITY

On May 21, 2014, the Subcommittee held a hearing to examine the proliferation of new or emerging ocean technologies, how such technologies could improve government performance, maritime commerce, and our understanding of the ocean environment, as well as any impediments that limit or constrain the use of such technologies. The Subcommittee heard testimony from Teledyne Marine Systems, Technology Systems Inc., Sea-Bird Scientific, PortVision, Hoover Institution-Stanford University, and the Marine Physical Laboratory-Scripps Institution of Oceanography.

#### MAINTAINING COAST GUARD READINESS

On June 18, 2014, the Subcommittee held a hearing on the status of the Coast Guard's current acquisition program and to examine the program's sustainability. The Subcommittee heard testimony from the Coast Guard, GAO, CRS, and the Navy League of the United States.

#### IMPLEMENTING U.S. POLICY IN THE ARCTIC

On July 23, 2014, the Subcommittee held a hearing to review American policy in the Arctic and how the agencies with the largest presence in the Arctic intend to implement such policy. The Subcommittee heard testimony from the Coast Guard, Navy, Department of State, NOAA, National Science Foundation, and the State of Alaska.

#### THE STATUS OF THE MERCHANT MARINE

On September 10, 2014, the Subcommittee on Coast Guard and Maritime Transportation held a hearing to examine issues impacting the merchant marine. The Subcommittee heard testimony from Saltchuk Resources, the International Shipholding Corporation, the Shipbuilders Council of America, and the International Organization of Masters, Mates, and Pilots.

#### OVERSIGHT LETTERS

##### COAST GUARD RECAPITALIZATION

On February 5, 2013, Subcommittee Chairman Duncan Hunter wrote a letter to Comptroller General Gene L. Dodaro requesting that the GAO review several areas of the Coast Guard's recapitalization program in response to the GAO's September 2012 report outlining the challenges the Coast Guard has faced in carrying out

its ongoing recapitalization initiative. The GAO is expected to issue its report in 2015.

#### ROTATIONAL CREWING ON THE NATIONAL SECURITY CUTTER

On June 26, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Duncan Hunter sent a letter to the GAO requesting a study concerning rotational crewing on the National Security Cutter. The GAO is expected to issue its report in 2015.

#### COAST GUARD RECAPITALIZATION

On July 23, 2013, Subcommittee Chairman Duncan Hunter and Ranking Member John Garamendi, Congressman Frank A. LoBiondo, and Congressman Rick Larsen wrote a letter to Defense Secretary Chuck Hagel requesting he begin the transfer of 14 C-27J aircraft from the Air Force to the Coast Guard. The letter noted the transfer had the potential to provide up to \$826 million in cost avoidance over the recapitalization program of record.

#### COAST GUARD RECAPITALIZATION

On September 30, 2013, Subcommittee Chairman Duncan Hunter wrote a letter to Admiral Robert Papp, Jr., then Commandant of the Coast Guard, requesting information concerning the planned capability of the Offshore Patrol Cutter and its affordability.

#### REDUCING REGULATORY BURDENS AND ENCOURAGING JOB CREATION IN THE MARITIME SECTOR

On October 25, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Duncan Hunter and Ranking Member John Garamendi, wrote identical letters to House Committee on Agriculture Chairman Frank D. Lucas and Ranking Member Collin C. Peterson and Senate Committee on Agriculture, Nutrition, and Forestry Chairwoman Debbie Stabenow and Ranking Member Thad Cochran to express support for House-passed reauthorization of the Food for Peace program. The Food for Peace program supports the viability of American-flagged maritime sector by financing the transportation of American-grown agricultural commodities on American-flag vessels to those in need across the globe.

#### COAST GUARD ALIGNMENT OF RESOURCES AND MISSION REQUIREMENTS

On March 17, 2014, Subcommittee Chairman Duncan Hunter wrote a letter to Comptroller General Gene L. Dodaro requesting that the GAO review the Coast Guard's efforts to align its resources and mission requirements. The GAO is expected to issue its report in 2015.

#### COAST GUARD AND NATIONAL PROTECTION AND PROGRAM DIRECTORATE ALIGNMENT

On March 25, 2014, Subcommittee Chairman Duncan Hunter wrote a letter to DHS Secretary Jeh Johnson requesting information on the progress of the Coast Guard and National Protection and Program Directorate's harmonized effort to administer the Facility Security Plans, chemical facility security plans, and what im-

pact they will have on the use of Coast Guard resources and the security of our ports.

#### COAST GUARD APPROPRIATIONS

On April 1, 2014, Subcommittee Chairman Duncan Hunter wrote a letter to Committee on Appropriations, Subcommittee on Homeland Security Chairman John R. Carter and Ranking Member David E. Price urging the Subcommittee to provide fiscal year 2015 funding for the Coast Guard at the level authorized in H.R. 4005, the Coast Guard and Maritime Transportation Act of 2014.

#### ARCTIC REVIEW

On April 9, 2014, Subcommittee Chairman Duncan Hunter wrote a letter to Comptroller General Gene L. Dodaro requesting that the GAO assist the Committee by reviewing the Coast Guard's plans to execute its missions in the Arctic. The GAO is expected to issue its report in 2015.

#### LNG EXPORT APPLICATIONS

On May 14, 2014, Subcommittee Chairman Duncan Hunter and Ranking Member John Garamendi wrote a letter to Secretary Ernest Moniz of the Department of Energy requesting that the Department work closely with the Maritime Administration to establish a separate and simultaneous review of liquefied natural gas export applications for which the use of offshore deepwater port facilities are planned.

#### RECAPITALIZATION EFFORT

On May 23, 2014, Subcommittee Chairman Duncan Hunter wrote a letter to Comptroller General Gene L. Dodaro requesting that the GAO review the transfer of C-27Js from the Air Force and determine how they assist the Coast Guard's recapitalization effort. The GAO is expected to issue its report in 2015.

#### CUSTOMS AND BORDER PROTECTION RULING

On May 29, 2014, Subcommittee Chairman Duncan Hunter and Ranking Member John Garamendi wrote a letter to Commissioner R. Gil Kerlikowske of Customs and Border Protection (CBP). The letter expressed concerns over a ruling (H249067) by CBP regarding the permissive use of non-coastwise-qualified foreign-flag vessels to transport unfinished gasoline products from the United States to the Bahamas to be blended into a gasoline product that would eventually return to the United States.

#### GLOBAL POSITIONING SYSTEM

On July 2, 2014, Subcommittee Chairman Duncan Hunter and Ranking Member John Garamendi wrote a letter to Defense Secretary Chuck Hagel expressing concerns about the United States' dependence on space system based GPS. The letter requested that the Secretary advise the Subcommittee on what actions are being taken to ensure the continuity of GPS function in the event of a space system interruption.

## HEARINGS HELD

Hearing entitled “Coast Guard Mission Balance” (February 26, 2013) Committee Serial Number 113–2

Hearing entitled “Updates of Efforts to Combat Piracy” (April 10, 2013) Committee Serial Number 113–7

Hearing entitled “President’s Fiscal Year 2014 Budget Request for Coast Guard and Maritime Transportation Programs” (April 16, 2013) Committee Serial Number 113–9

Hearing entitled “Maritime Transportation: The Role of U.S. Ships and Mariners” (May 21, 2013) Committee Serial Number 113–16

Hearing entitled “Coast Guard Readiness: Examining Cutter, Aircraft, and Communications Needs” (June 26, 2013) Committee Serial Number 113–26

Hearing entitled “How to Improve the Efficiency, Safety, and Security of Maritime Transportation: Better Use and Integration of Maritime Domain Awareness Data” (July 31, 2013) Committee Serial Number 113–33

Hearing entitled “Maritime Transportation Regulations: Impacts on Safety, Security, Jobs, and the Environment, Part 1” (September 10, 2013) Committee Serial Number 113–34

Hearing entitled “Coast Guard and Maritime Transportation Authorization Issues” (October 29, 2013) Committee Serial Number 113–39

Hearing entitled “Coast Guard Mission Execution: How is the Coast Guard Meeting Its Mission Goals?” (December 11, 2013) Committee Serial Number 113–44

Hearing entitled “Finding Your Way: The Future of Federal Aids to Navigation” (February 4, 2014) Committee Serial Number 113–51

Hearing entitled “Maritime Transportation Regulations: Impacts on Safety, Security, Jobs and the Environment, Part 2” (March 4, 2014) Committee Serial Number 113–56

Hearing entitled “President’s Fiscal Year 2015 Budget Request for Coast Guard and Maritime Transportation Programs” (March 26, 2014) Committee Serial Number 113–61

Joint hearing entitled “Confronting Transnational Drug Smuggling: An Assessment of Regional Partnerships” (April 29, 2014) Committee Serial Number 113–67

Hearing entitled “Using New Ocean Technologies: Promoting Efficient Maritime Transportation and Improving Maritime Domain Awareness and Response Capability” (May 21, 2014) Committee Serial Number 113–72

Hearing entitled “Maintaining Coast Guard Readiness” (June 18, 2014) Committee Serial Number 113–74

Hearing entitled “Implementing U.S. Policy in the Arctic” (July 23, 2014) Committee Serial Number 113–78

Hearing entitled “The Status of the Merchant Marine” (September 10, 2014) Committee Serial Number 113–82

**SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC  
BUILDINGS, AND EMERGENCY MANAGEMENT**  
**U.S. HOUSE OF REPRESENTATIVES**  
**113TH CONGRESS**

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ANDRE CARSON, Indiana, *Ranking Member*

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MARK SANFORD, South Carolina	<i>(ex officio)</i>
BILL SHUSTER, Pennsylvania <i>(ex officio)</i>	

**Legislative Activities**

**DISASTER RELIEF APPROPRIATIONS ACT, 2013**

PUBLIC LAW 113–2 (H.R. 152)

To make supplemental appropriations for the fiscal year ending September 30, 2013, and for other purposes.

*Summary*

H.R. 152 makes supplemental appropriations for fiscal year 2013 to specified federal agencies and programs for expenses related to the consequences of Hurricane Sandy. The federal agencies to receive appropriations are the Department of Agriculture, the Department of the Army, the Small Business Administration, the Department of Homeland Security (DHS), and the Department of the Interior (DOI), the Department of Health and Human Services (HHS), the Department of Defense (DOD), the Department of Transportation (DOT), the Department of Commerce, and the Department of Labor (DOL).

H.R. 152 also incorporates provisions of H.R. 219 amending the Robert T. Stafford Disaster Relief and Emergency Assistance Act to authorize the President, acting through the Administrator of Federal Emergency Management Agency (FEMA), to approve public assistance projects for major disasters or emergencies under alternative procedures with the goal of: reducing the costs to the federal government of providing such assistance; increasing flexibility in the administration of assistance; expediting the provision of assistance to a state, tribal or local government, or owner or operator of a private nonprofit facility; and providing financial incentives and disincentives for the timely and cost-effective completion of projects.

*Legislative History*

H.R. 152 was introduced by Congressman Harold Rogers (R-KY) on January 4, 2013.

On January 15, 2013, the House passed H. Res. 23, which directed the Clerk, in the engrossment of H.R. 152, to add the text of H.R. 219. Subsequently H.R. 152 passed the House by 241 yeas and 180 nays (Roll No. 23).



On January 22, 2013, H.R. 152 was received in the Senate.

On January 28, 2013, H.R. 152 was considered, and passed without amendment by the Senate by a vote of 62–36.

On January 29, 2013, the bill was presented to the President and signed, becoming Public Law 113–2.

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 101 EAST PECAN STREET IN SHERMAN, TEXAS, AS THE “PAUL BROWN UNITED STATES COURTHOUSE.”

PUBLIC LAW 113–58 (H.R. 185)

To designate the United States courthouse located at 101 East Pecan Street in Sherman, Texas, as the “Paul Brown United States Courthouse.”

#### *Summary*

H.R. 185 designates the United States courthouse located at 101 East Pecan Street in Sherman, Texas, as the “Paul Brown United States Courthouse.”

#### *Legislative Action*

On January 4, 2013, H.R. 185 was introduced by Congressman Ralph M. Hall (R–TX).

On July 18, 2013, the Committee met in open markup session and ordered H.R. 185 reported.

On September 27, 2013, H.R. 185 was reported to the House (House Report 113–232).

On October 22, 2013, H.R. 185 passed under the suspension of the rules by a vote of 402 yeas and 1 nay (Roll No. 551).

On October 28, 2013, H.R. 185 was received in the Senate and read twice.

On December 17, 2013, the Senate passed H.R. 185 by unanimous consent.

H.R. 185 was presented to the President on December 19, 2013, and signed on December 20, 2013, becoming Public Law 113–58.

ALBUQUERQUE, NEW MEXICO, FEDERAL LAND CONVEYANCE ACT OF 2013

PUBLIC LAW 113–190 (S. 898)

To authorize the Administrator of General Services to convey a parcel of real property in Albuquerque, New Mexico, to the Amy Biehl High School Foundation.

#### *Summary*

Directs the Administrator of General Services (GSA) to offer to convey to the Amy Biehl High School Foundation certain federal lands located in Albuquerque, New Mexico, for fair market value.

#### *Legislative History*

S. 898 was introduced in the Senate by Senator Tom Udall (D–NM) on May 8, 2013, and referred to the Committee on Environment and Public Works.

On June 5, 2014, S. 898 was reported to the Senate without amendment and placed on the Senate Legislative Calendar under General Orders (Calendar No. 418).

On September 9, 2014, S. 898 was passed in the Senate, without amendment, by unanimous consent.

S. 898 was received in the House on September 10, 2014 and was held at the desk.

On November 12, 2014, S. 898 was considered under suspension of the Rules and agreed to by a voice vote.

S. 898 was presented to the President on November 17, 2014, and signed into law on November 26, 2014 becoming Public Law 113–190.

#### FEDERAL AGRICULTURE REFORM AND RISK MANAGEMENT ACT OF 2013

PUBLIC LAW 113–79 (H.R. 2642/H.R. 1947)

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

#### *Summary*

H.R. 2642 provides for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018. H.R. 2642 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Coast Guard and Maritime Transportation; Economic Development, Public Buildings, and Emergency Management; Highways and Transit; and Railroads, Pipelines, and Hazardous Materials.

#### *Legislative Summary*

H.R. 1947 was introduced by Congressman Frank D. Lucas (R–OK) on May 13, 2013.

H.R. 1947 was considered on June 20, 2013, and failed on passage by recorded vote of 195 yeas to 234 nays (Roll No. 286).

H.R. 2642 was introduced by Congressman Frank D. Lucas (R–OK) on July 10, 2013. H.R. 2642 contains language similar to H.R. 1947.

H.R. 2642 passed the House by a rollcall vote of 216 yeas and 208 nays (Roll No. 353).

On July 16, 2013, H.R. 2642 was received in the Senate, read twice, and placed on the Senate Legislative Calendar.

On July 18, 2013, the Senate struck all after the Enacting Clause and substituted the language of S. 954 as amended. Subsequently, the Senate passed the measure by unanimous consent.

On October 11, 2013, Committee Chairman Bill Shuster wrote a letter to Speaker John A. Boehner requesting the appointment of conferees from the Committee on Transportation and Infrastructure.

On October 17, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham and Ranking Member Corrine Brown, wrote identical letters to

House Committee on Agriculture Chairman Frank D. Lucas and Ranking Member Collin C. Peterson and Senate Committee on Agriculture, Nutrition, and Forestry Chairwoman Debbie Stabenow and Ranking Member Thad Cochran to express objection to section 6206 of the Senate Amendment to H.R. 2642.

On October 25, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter and Ranking Member John Garamendi, wrote identical letters to House Committee on Agriculture Chairman Frank D. Lucas and Ranking Member Collin C. Peterson and Senate Committee on Agriculture, Nutrition, and Forestry Chairwoman Debbie Stabenow and Ranking Member Thad Cochran in support of the House-passed reauthorization of the Food for Peace Program in H.R. 2642.

On October 30, 2013, the House and Senate began formal conference committee meetings.

On January 27, 2014, H. Conf. Rept. 113–333 was filed.

On January 29, 2014, H. Conf. Rept. 113–333 was brought before the House for consideration under the provisions of H. Res. 465, and was agreed to by a vote of 251–166 (Roll No. 31).

On January 30, 2014, the conference report was considered in the Senate, and a motion for cloture was presented. Cloture on the conference report was invoked by the Senate by a vote of 72–22 (Roll No. 20) on February 3, 2014.

On February 4, 2014, the Senate agreed to the conference report by a vote of 68–32 (Roll No. 21).

H.R. 2642 was presented to the President on February 4, 2014, and signed on February 7, 2014, becoming Public Law 113–79.

TO DESIGNATE THE UNITED STATES COURTHOUSE AND FEDERAL BUILDING LOCATED AT 118 SOUTH MILL STREET, IN FERGUS FALLS, MINNESOTA, AS THE “EDWARD J. DEVITT UNITED STATES COURTHOUSE AND FEDERAL BUILDING.”

PUBLIC LAW 113–60 (H.R. 2251)

To designate the United States courthouse and federal building located at 118 South Mill Street, in Fergus Falls, Minnesota, as the “Edward J. Devitt United States Courthouse and Federal Building.”

#### *Summary*

H.R. 2251 designates the United States courthouse and federal building located at 118 South Mill Street, in Fergus Falls, Minnesota, as the “Edward J. Devitt United States Courthouse and Federal Building.”

#### *Legislative History*

On June 4, 2013, H.R. 2251 was introduced by Congressman Collin C. Peterson (D–MN).

On July 18, 2013, the Committee met in open markup session and ordered H.R. 2251 reported.

On September 27, 2013, H.R. 2251 was reported to the House (House Report 113–234) and p House Calendar, (Calendar No. 59).

On September 28, 2013, H.R. 2251 was considered under suspension of the Rules and passed by a vote of 416 yeas and 4 nays (Roll No. 496).

On September 30, 2013, H.R. 2251 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

On December 17, 2013, H.R. 2251 passed the Senate without amendment by unanimous consent.

On December 20, 2013, the President signed H.R. 2251 becoming Public Law 113–60.

TO DESIGNATE THE HEADQUARTERS BUILDING OF THE COAST GUARD ON THE CAMPUS LOCATED AT 2701 MARTIN LUTHER KING, JR., AVENUE SOUTHEAST IN THE DISTRICT OF COLUMBIA AS THE “DOUGLAS A. MUNRO COAST GUARD HEADQUARTERS BUILDING” AND FOR OTHER PURPOSES.

PUBLIC LAW 113–31 (H.R. 2611)

To designate the Coast Guard headquarters building on the campus located at 2701 Martin Luther King, Jr., Avenue, S.E., in the District of Columbia as the “Douglas A. Munro Coast Guard Headquarters Building” and for other purposes.

#### *Summary*

H.R. 2611 designates the Coast Guard headquarters building on the campus located at 2701 Martin Luther King, Jr., Avenue, S.E., in the District of Columbia as the “Douglas A. Munro Coast Guard Headquarters Building”.

#### *Legislative History*

H.R. 2611 was introduced by Congresswoman Eleanor Holmes Norton (D–DC) on July 8, 2013.

On July 10, 2013, the Committee met in open markup session and ordered H.R. 2611 reported.

On July 16, 2013, H.R. 2611 was reported to the House (House Report. 113–153) and placed on House Calendar (Calendar No. 42).

On July 16, 2013, H.R. 2611 was considered under suspension of the Rules and passed by a vote of 411 yeas and 0 nays (Roll No. 356).

On July 17, 2013, H.R. 2611 was received in the Senate and read twice.

On July 30, 2013, the Senate passed H.R. 2611 by unanimous consent.

H.R. 2611 was presented to the President on August 1, 2013, and signed on August 9, 2013, becoming Public Law 113–31.

#### WATER RESOURCES DEVELOPMENT ACT OF 2013

PUBLIC LAW 113–121 (H.R. 3080)

To provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes.

### *Summary*

H.R. 3080 includes improvements to the National Dam Safety Program Act which is in the Subcommittee on Economic Development, Public Buildings, and Emergency Management's jurisdiction.

### *Legislative Summary*

H.R. 3080 was introduced by Congressman Bill Shuster (R-PA) on September 11, 2013, and referred to the Committee on Transportation and Infrastructure, Committee on the Budget, Committee on Ways and Means, and Committee on Natural Resources.

On September 19, 2013, the Committee met in open session and ordered H.R. 3080 favorably reported to the House, as amended, by voice vote.

On October 21, 2013, H.R. 3080 was reported as amended by the Committee (House Report 113-246, Part 1) and placed on the Union Calendar (Calendar No. 174).

On October 23, 2013, H.R. 3080 was considered pursuant to the provisions of H. Res. 385, and the bill was passed by a vote of 417 yeas and 3 nays (Roll No. 560).

On October 28, 2013, H.R. 3080 was received in the Senate, read twice, and placed on the Senate Legislative Calendar under General Orders (Calendar No. 224).

On October 31, 2013, the Senate considered H.R. 3080 by unanimous consent. The Senate insisted on its amendment (the text of S. 601 as passed by the Senate on May 15, 2013), requested a conference and appointed conferees.

On November 14, 2013, the House disagreed with the Senate amendment, and agreed to a conference. On the same day, the Speaker appointed conferees. From the Committee on Transportation and Infrastructure: Shuster, Duncan of Tennessee, LoBiondo, Graves of Missouri, Capito, Miller of Michigan, Hunter, Bucshon, Gibbs, Hanna, Webster of Florida, Rice of South Carolina, Mullin, Rodney Davis of Illinois, Rahall, DeFazio, Brown of Florida, Eddie Bernice Johnson of Texas, Bishop of New York, Edwards, Garamendi, Hahn, Nolan, Frankel of Florida, and Bustos.

From the Committee on Natural Resources: Hastings of Washington, Bishop of Utah, and Napolitano.

On November 20, 2013, the House and Senate held a formal conference meeting.

On May 15, 2014, H. Conf. Rept. 113-449 was filed.

On May 20, 2014, the motion to suspend the rules and agree to the conference report was agreed to by a vote of 412-4 (Roll No. 220).

On May 22, 2014, the Senate agreed to the conference report by a vote of 91-7 (Roll No. 163).

H.R. 3080 was presented to the President on June 3, 2014, and signed on June 10, 2014, becoming Public Law 113-121.

### CLIFFORD P. HANSEN FEDERAL COURTHOUSE CONVEYANCE ACT

PUBLIC LAW 113-194 (S. 1934)

To direct the Administrator of General Services to convey the Clifford P. Hansen Federal Courthouse to Teton County, Wyoming.

### *Summary*

S. 1934 directs the Administrator of GSA to offer to convey to Teton County, Wyoming, the parcel of land located at 145 East Simpson Street, Jackson, Wyoming, and the building on such land known as the Clifford P. Hansen Federal Courthouse. The bill also directs the Administrator to require the County to pay: (1) nominal consideration for the parcel, and (2) fair market value for the building. S. 1934 allows the Administrator, in lieu of the County's payment for the building, to accept any credits or waivers against lease payments, amounts expended by the County under facility maintenance agreements, or other charges for the continued occupancy or use by the federal government. S. 1934 also requires the deed for conveyance to include a covenant providing that the parcel and building will be for public use and requires proceeds from the conveyance to be paid into the Federal Buildings Fund.

### *Legislative History*

S. 1934 was introduced in the Senate by Senator John Barrasso (R-WY) on January 15, 2014, and referred to the Committee on Environment and Public Works.

On April 3, 2014, the Committee on Environment and Public Works ordered S. 1934 favorably reported to the Senate with amendments.

The Committee on Environment and Public Works reported S. 1934 to the Senate on June 5, 2014 with an amendment in the nature of a substitute and an amendment to the title, and the bill was placed on the Senate Legislative Calendar under General Orders (Calendar No. 423).

On September 9, 2014, the Senate passed S. 1934, with an amendment and an amendment to the title, by unanimous consent.

On September 10, 2014, S. 1934 was received by the House and referred to the Committee on Transportation and Infrastructure.

On November 12, 2014, S. 1934 was considered under suspension of the Rules and passed by voice vote.

S. 1934 was presented to the President on November 17, 2014, and signed into law on November 26, 2014, becoming Public Law 113–194.

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 333 WEST BROADWAY IN SAN DIEGO, CALIFORNIA, AS THE “JAMES M. CARTER AND JUDITH N. KEEP UNITED STATES COURTHOUSE”

PUBLIC LAW 113–241 (H.R. 1378)

To designate the United States Federal Judicial Center and the United States courthouse located at 333 West Broadway in San Diego, California, as the “John Rhoades Federal Judicial Center” and the “James M. Carter and Judith N. Keep United States Courthouse”, respectively.

### *Summary*

Designates the United States Federal Judicial Center and the United States courthouse located at 333 West Broadway in San Diego, California, as the “John Rhoades Federal Judicial Center” and the “James M. Carter and Judith N. Keep United States Courthouse”, respectively.

*Legislative History*

H.R. 1378 was introduced by Congressman Scott H. Peters (D-CA) on March 21, 2013.

On February 11, 2014, the Committee met in open markup session and ordered H.R. 1378, as amended, favorably reported to the House voice vote.

On April 9, 2014, the Committee reported H.R. 1378 to the House (H. Rept. 113-406), and the bill was placed on the Union Calendar (Calendar No. 99).

On December 9, 2014, H.R. 1378 was considered under suspension of the Rules and agreed to by a voice vote.

On December 10, 2014, H.R. 1378 was received in the Senate.

On December 15, 2014, H.R. 1378 passed Senate by unanimous consent.

H.R. 1378 was presented to the President on December 17, 2014, and signed on December 18, 2014, becoming Public Law 113-241.

TO DESIGNATE THE BUILDING OCCUPIED BY THE FEDERAL BUREAU OF INVESTIGATION LOCATED AT 801 FOLLIN LANE, VIENNA, VIRGINIA, AS THE "MICHAEL D. RESNICK TERRORIST SCREENING CENTER."

PUBLIC LAW 113-249 (H.R. 3096)

To designate the building occupied by the Federal Bureau of Investigation (FBI) located at 801 Follin Lane, Vienna, Virginia, as the "Michael D. Resnick Terrorist Screening Center."

*Summary*

H.R. 3096 designates the building occupied by the Federal Bureau of Investigation (FBI) located at 801 Follin Lane, Vienna, Virginia, as the "Michael D. Resnick Terrorist Screening Center."

*Legislative History*

On September 12, 2013, H.R. 3096 was introduced by Congressman Gerald E. Connolly (D-VA).

On September 19, 2013, the Committee met in open markup session and ordered H.R. 3096 reported by voice vote.

On September 27, 2013, H.R. 3096 was reported to the House (House Report 113-235) and on the same day was considered under suspension of the Rules and passed by a vote of 403 yeas to 2 nays. (Roll No. 492.) On the same day, H.R. 3096 was subsequently received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

On December 11, 2014, H.R. 3096 passed Senate unanimous consent.

H.R. 3096 was presented to the President on December 13, 2014, and signed on December 18, 2014, becoming Public Law 113-249.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE  
NATIONAL PEACE OFFICERS' MEMORIAL SERVICE

H. CON. RES. 18

To authorize the use of the Capitol Grounds for the National Peace Officers' Memorial Service.

*Summary*

H. Con. Res. 18 permits the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event, the 32nd Annual National Peace Officers' Memorial Service, on the Capitol Grounds on May 15, 2013, to honor the law enforcement officers who died in the line of duty during 2012.

*Legislative History*

H. Con. Res. 18 was introduced by Congressman Lou Barletta (R-PA) on February 26, 2013.

On February 28, 2013, the Committee met in open markup session and ordered H. Con. Res. 18 reported.

H. Con. Res. 18 was reported to the House (House Report 113-18) on March 18, 2013 and placed on the House Calendar (Calendar No. 9).

H. Con. Res. 18 was considered under the suspension of the Rules and passed by a vote of 388 yeas and 0 nays (Roll No. 77).

On March 21, 2013, H. Con. Res. 18 was agreed to in the Senate without amendment by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE GREATER  
WASHINGTON SOAP BOX DERBY

H. CON. RES. 19

To authorize the use of the Capitol Grounds for the Greater Washington Soap Box Derby on June 15, 2013.

*Summary*

H. Con. Res. 19 authorizes the use of the Capitol Grounds for the Greater Washington Soap Box Derby on June 15, 2013.

*Legislative History*

H. Con. Res. 19 was introduced by Congressman Steny H. Hoyer (D-MD) on February 26, 2013.

On February 28, 2013, the Committee met in open markup session and ordered H. Con. Res. 19 reported.

H. Con. Res. 19 was reported to the House on March 18, 2013 (House Report 113-19) and placed on the House Calendar (Calendar No. 10). On the same day H. Con. Res. 18 was considered under the suspension of the Rules and passed by a vote of 386 yeas and 0 nays (Roll No. 78).

On March 21, 2013, H. Con. Res. 19 was agreed to in the Senate by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE  
NATIONAL HONOR GUARD AND PIPE BAND EXHIBITION

H. CON. RES. 32

To permit the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event, the National Honor Guard and Pipe Band Exhibition, on the Capitol Grounds on May 14, 2013.



*Summary*

H. Con. Res. 32 permits the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event, the National Honor Guard and Pipe Band Exhibition, on the Capitol Grounds on May 14, 2013, in order to allow law enforcement representatives to exhibit their ability to demonstrate Honor Guard programs and provide for a bag pipe exhibition.

*Legislative History*

H. Con. Res. 32 was introduced by Congressman Lou Barletta (R-PA) on April 18, 2013.

On May 6, 2013, H. Con. Res. 32 was agreed to by unanimous consent.

On May 8, 2013, H. Con. Res. 32 was agreed to in the Senate by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE DISTRICT OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

H. CON. RES. 44

To authorize the use of the Capitol Grounds for the 28th Annual District of Columbia Special Olympics Law Enforcement Torch Run on September 27, 2013.

*Summary*

H. Con. Res. 44 authorizes the use of the Capitol Grounds for the 28th Annual District of Columbia Special Olympics Law Enforcement Torch Run on September 27, 2013.

*Legislative History*

H. Con. Res. 44 was introduced by Congresswoman Eleanor Holmes Norton (D-DC) on July 8, 2013.

On July 10, 2013, the Committee met in open markup session and ordered H. Con. Res. 44 reported.

On July 22, 2013, H. Con. Res. 44 was reported to the House (House Report. 113-163) and was placed on the House Calendar (Calendar No. 45). On the same day H. Con. Res. 44 was considered under the suspension of the Rules and passed by a vote of 388 yeas and 0 nays (Roll No. 376).

On July 30, 2013, H. Con. Res. 44 was agreed to in the Senate by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE GREATER WASHINGTON SOAP BOX DERBY

H. CON. RES. 88

Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.

*Summary*

H. Con. Res. 88 authorizes the Greater Washington Soap Box Derby Association to sponsor the Greater Washington Soapbox Derby qualifying races as a free public event on the Capitol Grounds on June 14, 2014.

*Legislative History*

H. Con. Res. 88 was introduced by Congressman Steny H. Hoyer (D-MD) on February 25, 2014.

On March 13, 2014, the Committee met in open markup session and ordered H. Con. Res. 88 favorably reported to the House, without amendment, by voice vote.

The Committee reported H. Con. Res. 88 to the House on March 26, 2014 (H. Rept. 113–387), and the bill was placed on the Union Calendar (Calendar No. 93).

On April 1, 2014, H. Con. Res. 88 was considered under suspension of the Rules and passed by a voice vote.

On April 2, 2014, H. Con. Res. 88 was received in the Senate.

On April 3, 2014, H. Con. Res. 88 was agreed to by the Senate by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE NATIONAL PEACE OFFICERS MEMORIAL SERVICE AND THE NATIONAL HONOR GUARD AND PIPE BAND EXHIBITION

H. CON. RES. 92

To authorize the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event on the Capitol Grounds, the National Honor Guard and Pipe Band Exhibition, on May 14, 2014, and for other purposes.

*Summary*

H. Con. Res. 92 authorizes the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event on the Capitol Grounds, the National Honor Guard and Pipe Band Exhibition, on May 14, 2014, to allow law enforcement representatives to exhibit their ability to demonstrate Honor Guard programs and provide for a bag pipe exhibition; and the 33rd Annual National Peace Officers' Memorial Service on May 15, 2014, to honor the law enforcement officers who died in the line of duty during 2013.

*Legislative History*

H. Con. Res. 92 was introduced by Congressman Lou Barletta (R-PA) on March 11, 2014.

On March 13, 2014, the Committee met in open markup session and ordered H. Con. Res. 92 favorably reported to the House, without amendment, by voice vote.

The Committee reported H. Con. Res. 92 to the House on March 26, 2014 (H. Rept. 113–388), and the bill was placed on the Union Calendar (Calendar No. 94).

On April 1, 2014, H. Con. Res. 92 was considered under suspension of the Rules and passed by a voice vote.

On April 2, 2014, H. Con. Res. 92 was received in the Senate.

On April 7, 2014, H. Con. Res. 92 was agreed to by the Senate, without amendment, by unanimous consent.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE DISTRICT  
OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

H. CON. RES. 103

To authorize the use of the Capitol Grounds for the 29th Annual District of Columbia Special Olympics Law Enforcement Torch Run scheduled to take place on October 3, 2014.

*Summary*

H. Con. Res. 103 authorizes the use of the Capitol Grounds for the 29th Annual District of Columbia Special Olympics Law Enforcement Torch Run scheduled to take place on October 3, 2014. Each year, more than 50 local and federal law enforcement agencies participate in the Torch Run to show support for the Special Olympics D.C.

*Legislative History*

H. Con. Res. 103 was introduced by Congresswoman Eleanor Holmes Norton (D–DC) on June 23, 2014.

On July 16, 2014, the Committee met in open markup session and ordered H. Con. Res. 103 favorably reported to the House, without amendment, by voice vote.

The Committee reported H. Con. Res. 103 to the House on July 23, 2014 (H. Rept. 113–549), and the bill was placed on the Union Calendar (Calendar No. 127).

On July 25, 2014, H. Con. Res. 103 passed the House by unanimous consent.

On July 28, 2014, H. Con. Res. 103 was received in the Senate.

On July 29, 2014, H. Con. Res. 103 was agreed to by the Senate by unanimous consent.

SANDY RECOVERY IMPROVEMENT ACT OF 2013

PENDING IN THE SENATE (H.R. 219)

ENACTED INTO LAW AS PART OF THE DISASTER RELIEF  
APPROPRIATIONS ACT, 2013 (P.L. 113–2)

To improve and streamline disaster recovery efforts by reducing costs without expanding eligibility or increasing the amount of disaster assistance currently available under the law.

*Summary*

H.R. 219 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to streamline the FEMA debris removal process; to provide cost-effective federal assistance to individuals and households; to expedite hazard mitigation projects; to resolve project disputes to avoid cost overruns; to simplify the environmental review process; to clarify costs associated with essential state and local employees; to allow tribal governments to request disaster and emergency declarations; and to direct FEMA to submit recommendations to Congress to reduce future costs and loss of life.

*Legislative History*

H.R. 219 was introduced by Congressman Jeff Denham (R–CA) on January 14, 2013. H.R. 219 was considered on the same day as

introduction under the suspension of the rules and passed by a vote of 403 yeas and 0 nays (Roll No. 8).

Provisions of H.R. 219 were incorporated into H.R. 219.

On January 29, 2013, H.R. 152, making supplemental appropriations for the fiscal year ending September 30, 2013, and for other purposes, was presented to the President and signed, becoming Public Law 113–2. P.L. 113–2 includes H.R. 219.

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 501 EAST COURT STREET IN JACKSON, MISSISSIPPI, AS THE “R. JESS BROWN UNITED STATES COURTHOUSE.”

PENDING IN THE SENATE (H.R. 579)

To designate the United States courthouse located at 501 East Court Street in Jackson, Mississippi, as the “R. Jess Brown United States Courthouse.”

#### *Summary*

H.R. 579 designates the United States courthouse located at 501 East Court Street in Jackson, Mississippi, as the “R. Jess Brown United States Courthouse.”

#### *Legislative History*

On February 6, 2013, H.R. 579 was introduced by Congressman Bennie G. Thompson (D–MS).

On July 18, 2013, the Committee met in open markup session and ordered H.R. 579 favorably reported to the House by voice vote.

H.R. 579 was reported to the House on September 27, 2013 (House Report 113–233) and the bill was placed on the Union Calendar (Calendar No. 58).

On December 8, 2014, H.R. 579 was considered under suspension of the Rules and passed by a voice vote.

On December 9, 2014, H.R. 579 was received in the Senate and read twice and referred to the Committee on Homeland Security and Governmental Affairs.

FEDERAL DISASTER ASSISTANCE NONPROFIT FAIRNESS ACT OF 2013

PENDING IN THE SENATE (H.R. 592)

To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include houses of worship as an eligible private nonprofit facility and clarifies their eligibility for certain disaster assistance programs.

#### *Summary*

H.R. 592 ensures that churches, synagogues, mosques, temples, and other houses of worship are eligible for disaster relief and emergency assistance on terms equal to other eligible private nonprofit facilities.

#### *Legislative Summary*

H.R. 592 was introduced by Congressman Christopher H. Smith (R–NJ) on February 8, 2013.

On February 13, 2013, H.R. 592 was considered under suspension of the Rules and pass by a vote of 354 yeas to 72 nays (Roll No. 39).

On February 14, 2013, H.R. 592 was received in the Senate and on March 13, 2013, H.R. 592 was read twice and referred to the Committee on Homeland Security and Governmental Affairs.

TO DIRECT THE ADMINISTRATOR OF GENERAL SERVICES, ON BEHALF OF THE ARCHIVIST OF THE UNITED STATES, TO CONVEY CERTAIN FEDERAL PROPERTY LOCATED IN THE STATE OF ALASKA TO THE MUNICIPALITY OF ANCHORAGE, ALASKA

PENDING IN THE SENATE (H.R. 3786)

To direct the Administrator of General Services, on behalf of the Archivist of the United States, to convey certain Federal property located in the State of Alaska to the Municipality of Anchorage, Alaska.

#### *Summary*

H.R. 3786 authorizes the GSA to transfer ownership of nine acres located at 400 East Fortieth Street in Anchorage, Alaska, that are administered by the National Archives and Records Administration to the city of Anchorage, for compensation equal to the fair market value of the property.

#### *Legislative History*

H.R. 3786 was introduced by Congressman Don Young (R-AK) on December 16, 2013.

On March 13, 2014, the Committee met in open markup session and ordered H.R. 3786 favorably reported to the House, as amended, by voice vote.

The Committee reported H.R. 3786 to the House on April 9, 2014 (H. Rept. 113–407), and the bill was placed on the Union Calendar (Calendar No. 299).

On June 17, 2014, H.R. 3786 was considered under suspension of the Rules and passed by voice vote.

H.R. 3786 was received in the Senate on June 18, 2014, read twice, and referred to the Committee on Homeland Security and Governmental Affairs.

ALBUQUERQUE, NEW MEXICO, FEDERAL LAND CONVEYANCE ACT OF 2014

PENDING IN THE SENATE (H.R. 3998)

To authorize the Administrator of General Services to convey a parcel of real property in Albuquerque, New Mexico, to the Amy Biehl High School Foundation.

#### *Summary*

H.R. 3998 directs the Administrator of General Services to transfer ownership of the historic post office located in Albuquerque, New Mexico, to the Amy Biehl High School Foundation, for compensation equal to the fair market value of the property. Amy Biehl High School, a charter school operated by the foundation of the same name, has been located in the building since 2006 and cur-

rently has a 20-year lease with an option to extend. The GSA has determined that the cost of managing the facility exceeds profits from the lease, and does not object to removing the building from its inventory.

#### *Legislative History*

H.R. 3998 was introduced by Congresswoman Michelle Lujan Grisham (D-NM) on February 5, 2014.

On March 13, 2014, the Committee met in open markup session and ordered H.R. 3998 favorably reported to the House, as amended, by voice vote.

The Committee reported H.R. 3998 to the House on April 9, 2014 (H. Rept. 113–408), and the bill was placed on the Union Calendar (Calendar No. 300).

On June 17, 2014, H.R. 3998 was considered under suspension of the Rules and passed by voice vote.

H.R. 3998 was received in the Senate on June 18, 2014, read twice, and referred to the Committee on Environment and Public Works.

For further action see S. 898.

TO DESIGNATE THE UNITED STATES COURTHOUSE LOCATED AT 700 GRANT STREET IN PITTSBURGH, PENNSYLVANIA, AS THE “JOSEPH F. WEIS JR. UNITED STATES COURTHOUSE”

PENDING IN THE SENATE (H.R. 5146 )

To designate the United States courthouse located at 700 Grant Street in Pittsburgh, Pennsylvania, as the “Joseph F. Weis Jr. United States Courthouse.”

#### *Summary*

H.R. 5146 designates the United States courthouse located at 700 Grant Street in Pittsburgh, Pennsylvania, as the “Joseph F. Weis Jr. United States Courthouse.”

#### *Legislative History*

H.R. 5146 was introduced by Congressman Michael F. Doyle (D-PA) on July 17, 2014.

On September 17, 2014, the Committee met in open markup session and ordered H.R. 5146 favorably reported to the House, without amendment, by a voice vote.

On November 12, 2014 the Committee reported H.R. 5146 to the House (H. Rept. 113–611), and the bill was placed on the Union Calendar (Calendar No. 144).

On December 8, 2014, H.R. 5146 was considered under suspension of the Rules and passed by a voice vote.

On December 9, 2014, H.R. 5146 was received in the Senate and read twice and referred to the Committee on Environment and Public Works.

JOHN F. KENNEDY CENTER REAUTHORIZATION ACT OF 2014

PENDING IN THE SENATE (H.R. 5448)

To amend the John F. Kennedy Center Act to authorize appropriations for the John F. Kennedy Center for the Performing Arts.

### *Summary*

H.R. 5448 reauthorizes maintenance and capital project appropriations for the John F. Kennedy Center through fiscal year 2019. The John F. Kennedy Center for the Performing Arts was established by an act of Congress in 1958 that created the National Cultural Center. In 1964, Congress designated the Center as a “living memorial” to President John F. Kennedy, and authorized funding for construction. As a memorial to President Kennedy, the Center receives federal funding each year to pay for maintenance and operation of the building, a federal facility. The Center’s artistic and educational programs are funded through private contributions.

### *Legislative History*

H.R. 5448 was introduced by Congressman Lou Barletta (R-PA) on September 11, 2014.

On September 17, 2014, the Committee met in open markup session and ordered H.R. 5448 favorably reported to the House, without amendment, by a voice vote.

On November 12, 2014 the Committee reported H.R. 5448 to the House (H. Rept. 113–613), and the bill was placed on the Union Calendar (Calendar No. 455).

On November 19, 2014 H.R. 5448 was considered under suspension of the Rules and passed by a voice vote.

H.R. 5448 was received in the Senate on November 20, 2014.

## PUBLIC BUILDINGS SAVINGS AND REFORM ACT OF 2013

REPORTED BY COMMITTEE (H.R. 2612)

To amend title 40, United States Code, to improve the functioning and management of the Public Buildings Service.

### *Summary*

H.R. 2612 amends the Public Buildings Act to improve the functioning and managing of the Public Buildings Service of the GSA. The bill addresses waste and mismanagement identified as a result of Committee investigations, GAO studies, and the GSA Inspector General audits. Waste and mismanagement identified includes the expanding of the federal real property footprint; a lack of transparency on federal property information and utilization; the overbuilding of federal courthouses; and the GSA’s bonus and internship systems and conferences.

### *Legislative Action*

On July 8, 2013, H.R. 2612 was introduced by Congressman Lou Barletta (R-PA).

On July 10, 2013, H.R. 2612 the Committee met in open markup session and ordered H.R. 2612 favorably reported to the House, without amendment, by a voice vote.

On December 11, 2014, H.R. 2612 was reported to the House (House Report 113–656), and the bill was placed on the Union Calendar (Calendar No. 493).

## FEMA REAUTHORIZATION ACT OF 2013

REPORTED BY COMMITTEE (H.R. 3300)

To reauthorize the programs and activities of the Federal Emergency Management Agency.

*Summary*

H.R. 3300 reauthorizes FEMA through fiscal year 2016 at \$972 million each year; reauthorizes the Integrated Public Alert and Warning System; reauthorizes the Urban Search and Rescue Response System; and reauthorizes the Emergency Management Assistance Compacts Grants through fiscal year 2016.

*Legislative History*

On September 18, 2013, the Subcommittee held a hearing entitled “FEMA Reauthorization: Recovering Quicker and Smarter.” On October 2, 2013, the Subcommittee held a hearing entitled “FEMA Reauthorization: Ensuring the Nation is Prepared.” Both these hearings were held in preparation for drafting the language of H.R. 3300.

On October 22, 2013, H.R. 3300 was introduced by Congressman Bill Shuster (R-PA).

On October 29, 2013, the Committee met in open markup session and ordered H.R. 3300 reported, as amended.

As of December 30, 2014, the report is pending with the Parliamentarians.

## COMMITTEE RESOLUTIONS (AUTHORIZING THE GENERAL SERVICES ADMINISTRATION CAPITAL INVESTMENT AND LEASING PROGRAM)

During the 113th Congress the Committee continued to cut waste and lower the cost of federal property and leases. In calendar year 2014, the Committee approved 70 GSA resolutions resulting in a total saving of up to \$1,580,055,147. During 113th Congress, the Committee approved a total of 95 GSA resolutions resulting in a total savings of up to \$2,248,710,550.

On February 28, 2013, the Committee approved 16 GSA lease resolutions and two alteration project resolutions. The lease resolutions included the Departments of Defense, Agriculture, Treasury, Interior, Commerce, Health and Human Services, Homeland Security, Justice, and Veterans Affairs, and the National Labor Relations Board. Two alteration projects approved included multiple federally-owned buildings to maximize utilization and address life safety issues. The Committee-approved resolutions represent a \$27,574,718 reduction in annual lease payments and \$357,045,783 total reduction over the lease terms.

Department of Agriculture-Forest Service—Northern Virginia—PVA-07-WA12

Rentable Square Feet: 106,000

Lease Term: 15 years

Annual Rent: \$4,134,000

Department of the Treasury-Financial Management Service—Suburban Maryland—PMD-05-WA12

Rentable Square Feet: 327,000

Lease Term: 5 years



Annual Rent: \$8,502,000

Alteration-Consolidation Projects—Various Locations—PCO-0001-VA13

Total Proposed Cost: \$16,100,000

Alteration-Exigent Need Projects—Various Locations—PEX-00001

Total Proposed Cost: \$122,936,000

Department of the Interior-Fish and Wildlife Service—Northern Virginia—PVA-09-WA13

Rentable Square Feet: 183,000

Lease Term: 15 years

Annual Rent: \$7,137,000

National Labor Relations Board—Washington, DC—PDC-05-WA13

Rentable Square Feet: 155,000

Lease Term: 15 years

Annual Rent: \$7,750,000

Department of Commerce-Bureau of Economic Analysis—Washington, DC—PDC-12-WA13

Rentable Square Feet: 135,000

Lease Term: 15 years

Annual Rent: \$6,750,000

Department of Health and Human Services-Administration for Children and Families—Washington, DC—PDC-11-WA13

Rentable Square Feet: 214,000

Lease Term: 15 years

Annual Rent: \$10,700,000

Department of Homeland Security-Office of the Inspector General—Washington, DC—PDC-02-WA13

Rentable Square Feet: 110,000

Lease Term: 15 years

Annual Rent: \$5,500,000

Department of Justice—Washington, DC—PDC-01-WA13

Rentable Square Feet: 77,000

Lease Term: 5 years

Annual Rent: \$3,850,000

Department of Veterans Affairs—Washington, DC—PDC-08-WA13

Rentable Square Feet: 170,868

Lease Term: 5 years

Annual Rent: \$8,543,400

Department of Homeland Security-United States Customs and Border Patrol—Queens, NY—PNY-02-QU13

Rentable Square Feet: 146,000

Lease Term: 15 years

Annual Rent: \$6,716,000

Department of Defense—Northern Virginia—PVA-04-WA13

Rentable Square Feet: 585,000

Lease Term: 15 years

Annual Rent: \$22,815,000

Department of Defense—Northern Virginia—PVA-06-WA13

Rentable Square Feet: 448,000

Lease Term: 15 years  
Annual Rent: \$17,472,000

Department of Homeland Security—United States Customs and Border Protection—Northern Virginia—PVA-70-WA13

Rentable Square Feet: 169,000  
Lease Term: 15 years  
Annual Rent: \$6,591,000

Department of Health and Human Services—Agency for Healthcare Research and Quality—Suburban Maryland—PMD-04-WA13

Rentable Square Feet: 133,895  
Lease Term: 5 years  
Annual Rent: \$4,686,325

Department of Health and Human Services—Substance Abuse and Mental Health Services—Suburban Maryland—PMD-03-WA13

Rentable Square Feet: 228,020  
Lease Term: 2 years  
Annual Rent: \$7,980,700

Department of Defense—Northern Virginia—PVA-04-WA12

Rentable Square Feet: 281,000  
Lease Term: 15 years  
Annual Rent: \$10,959,000

On May 16, 2013, the Committee approved one GSA alteration project resolution. The resolution provides for the reconfiguration of space at the United States Courthouse in Greenbelt, Maryland. The resolution authorizes \$10,000,000 to accommodate an additional magistrate courtroom and additional chambers within the existing building. The proposal is in lieu of the construction of a new 262,000-gross-square-foot annex that was estimated in 2009 to cost \$128 million. As a result, the Committee estimates savings exceeding \$118 million.

Alteration—United States Courthouse—Greenbelt, MD—PMD-0232-GR13

Total Proposed Cost: \$10,000,000

On July 10, 2013, the Committee approved one GSA alteration project resolution. The resolution provides for the repair of Building 7 in the Auburn Federal Complex, Auburn, WA. The resolution would authorize \$17,000,000 for repairs that are critical to address structural damages that resulted from severe snowstorms. This project is necessary given the life safety concerns.

Alteration—Auburn Federal Complex—Auburn, WA—PWA-0831-AU14

Total Proposed Cost: \$17,000,000

On December 4, 2013, the Committee approved five GSA lease resolutions. The lease resolutions included the Nuclear Regulatory Commission (NRC) and the Departments of Justice, Homeland Security, and Housing and Urban Development. The lease resolution approved for the NRC is contingent on the co-location of the Food and Drug Administration to the NRC complex. The Committee-approved resolutions represent a \$12,907,308 reduction in annual lease payments and a \$193,609,620 total reduction over the lease terms.

Nuclear Regulatory Commission—Suburban Maryland—PMD-04-WA11

Rentable Square Feet: 348,000  
Lease Term: 15 years  
Annual Rent: \$11,832,000

Department of Homeland Security-Customs and Border Protection—Washington, DC—PDC-05-WA14

Rentable Square Feet: 109,000  
Lease Term: 15 years  
Annual Rent: \$5,450,000

Department of Housing and Urban Development—Washington, DC—PDC-01-WA14

Rentable Square Feet: 86,000  
Lease Term: 15 years  
Annual Rent: \$4,300,000

Department of Justice-Federal Bureau of Investigation—Washington, DC—PDC-04-WA14

Rentable Square Feet: 157,000  
Lease Term: 15 years  
Annual Lease: \$7,850,000

Department of Justice-United States Marshals Service—Northern Virginia—PVA-03-WA14

Rentable Square Feet: 371,000  
Lease Term: 15 years  
Annual Lease: \$14,469,000

On February 11, 2014, the Committee approved seven GSA lease resolutions, eight alteration project resolutions, and two construction resolutions. The lease resolutions included leases for the Departments of Justice and Homeland Security, the National Institutes of Health, and the Federal Energy Regulatory Commission. The ten alteration and construction projects are critical to addressing serious life safety deficiencies, addressing immediate problems that if left unrepaired could create additional costs to the taxpayer, improving space utilization to reduce space costs, and addressing critical needs at major land ports of entry. The Committee-approved resolutions represent a \$14,957,617 reduction in annual lease payments and a \$400,900,000 total reduction over the lease terms.

Alteration-Energy and Water Retrofit and Conservation Measures—Various Buildings—PEW-0001-MU14

Total Proposed Cost: \$5,000,000

Alteration-Fire and Life Safety Program—Various Buildings—PFP-2014

Total Proposed Cost: \$30,000,000

Alteration-Lafayette Building—Washington, DC—PDC-0026-WA14

Total Proposed Cost: \$54,330,000

Alteration-Fairbanks Federal Building and United States Courthouse—Fairbanks, AK—PAK-0029-FA14

Total Proposed Cost: \$12,357,000

Alteration-Edward A. Garmatz United States Courthouse—Baltimore, MD—PMD-1440-BA14

Total Proposed Cost: \$7,921,000

Alteration-George H. Fallon Federal Building—Baltimore, MD—PMD-0055-BA14

Total Proposed Cost: \$5,381,000

Alteration-J.J. Pickle Federal Building—Austin, TX—PTX-0227-AU14

Total Proposed Cost: \$40,261,000

Alteration-Theodore Levin United States Courthouse—Detroit, MI—PMI-0029-DE14

Total Proposed Cost: \$31,000,000

Construction-San Ysidro United States Land Port of Entry—San Ysidro, CA—PCA-BSC-SD14

Total Proposed Cost: \$149,087,000

Construction-United States Land Port of Entry—Laredo, TX—PTX-BSC-LA14

Total Proposed Cost: \$61,686,000

Department of Justice—Washington, DC—PDC-08-WA14

Rentable Square Feet: 839,000

Lease Term: 15 years

Annual Rent: \$41,950,000

Department of Homeland Security-Immigration and Customs Enforcement—New York, NY—PNY-02-NY14

Rentable Square Feet: 108,000

Lease Term: 15 years

Annual Rent: \$7,506,000

Federal Energy Regulatory Commission—888 First Street, Northeast—Washington, DC—PDC-06-WA14

Rentable Square Feet: 504,000

Lease Term: 10 years

Annual Rent: \$25,200,000

Department of Homeland Security-National Protection and Programs Directorate—Northern Virginia—PVA-06-WA14

Rentable Square Feet: 123,000

Lease Term: 15 years

Annual Rent: \$4,797,000

Department of Homeland Security-Transportation Security Administration—Northern Virginia—PVA-04-WA14

Rentable Square Feet: 625,000

Lease Term: 15 years

Annual Rent: \$24,375,000

National Institutes of Health-Suburban Maryland—PMD-01-WA14

Rentable Square Feet: 345,000

Lease Term: 15 years

Annual Rent: \$12,075,000

National Institutes of Health-Office of the Director—Suburban Maryland—PMD-03-WA14

Rentable Square Feet: 194,000

Lease Term: 15 years  
Annual Rent: \$6,790,000

On March 13, 2014, the Committee approved three GSA lease resolutions, and 11 alteration project resolutions. The lease resolutions included leases for the Department of Justice, the Department of the Treasury, and the Corporation for National and Community Service. The 11 alteration projects are critical to addressing serious life safety deficiencies, addressing immediate problems that if left unrepaired could create additional costs to the taxpayer, and improving space utilization to reduce space costs. The Committee-approved resolutions represent an \$8,603,607 reduction in annual lease payments and a \$39,054,105 total reduction over the lease terms.

Alteration-Federal Building—Little Rock, AR—PAR-0063-LR14  
Total Proposed Cost: \$9,249,000

Alteration-Byron White United States Courthouse—Denver, CO—PCO-0009-DE14  
Total Proposed Cost: \$15,000,000

Alteration-Richard C. Lee United States Courthouse—New Haven, CT—PCT-0024-NH14  
Total Proposed Cost: \$4,799,000

Alteration-Chicago Federal Center—Chicago, IL—PIL-0205-CH14  
Total Proposed Cost: \$15,000,000

Alteration-Robert A. Young Federal Building—St. Louis, MO—PMO-0106-SL14  
Total Proposed Cost: \$70,272,000

Alteration-Charles F. Prevedel Federal Building—Overland, MO—PMO-0570-OV14  
Total Proposed Cost: \$27,161,000

Alteration-Jacob K. Javits Federal Office Building—New York, NY—PNY-0282-2-NY14  
Total Proposed Cost: \$6,520,000

Alteration-Frank E. Moss United States Courthouse—Salt Lake City, UT—PUT-0017-SA14  
Total Proposed Cost: \$15,000,000

Alteration-Lewis F. Powell, Jr. United States Courthouse and Annex—Richmond, VA—PVA-0062-RI14  
Total Proposed Cost: \$3,907,000

Alteration-Federal Building and United States Post Office and Courthouse—Richland, WA—PWA-0063-RI14  
Total Proposed Cost: \$14,070,000

Design-William J. Green, Jr. Federal Building—Philadelphia, PA—PDS-02014  
Total Proposed Cost: \$6,500,000

The Corporation for National and Community Service—Washington, DC—PDC-03WA14  
Rentable Square Feet: 105,000  
Lease Term: 15 years  
Annual Rent: \$5,250,000

Department of Justice-Executive Office for Immigration Review—  
Northern Virginia—PVA-01-WA14

Rentable Square Feet: 176,000

Lease Term: 15 years

Annual Rent: \$6,864,000

Department of the Treasury-Financial Crimes Enforcement Net-  
work—Northern Virginia—PVA-05-WA13

Rentable Square Feet: 125,000

Lease Term: 15 years

Annual Rent: \$4,875,000

On July 16, 2014, the Committee approved 23 GSA building alteration resolutions, three construction resolutions, and one design resolution. The resolutions are critical to addressing serious life safety deficiencies, addressing immediate problems that if left unrepaired could create additional costs to the taxpayer, and improving space utilization to reduce space costs. The Committee-approved resolutions represent a \$914,345,220 total reduction in avoided leased cost and reduction of previously authorized construction projects.

Alteration-Consolidation Activities—Various Locations—PFP-2014

Total Proposed Cost: \$70,000,000

Alteration-Robert F. Peckham Federal Building and United States  
Courthouse—San Jose, CA—PCA-0260-SJ13

Total Proposed Cost: \$10,680,853

Construction/Alteration-John A. Campbell United States Court-  
house—Mobile, AL—PAL-0039-MO14

Total Proposed Cost: \$85,941,000

Design-United States Land Port of Entry—Columbus, NM—PNM-  
BSC-CO14

Total Proposed Cost: \$7,400,000

Alteration-Fire Protection and Life Safety Projects—Various Build-  
ings—PFP-0001-MU15

Total Proposed Cost: \$40,000,000

Alteration-Judiciary Court Security Program—Various Buildings—  
PJCS-0001-MU15

Total Proposed Cost: \$20,000,000

Alteration-Denver Federal Center Building 53—Lakewood, CO—  
PCA-0530-LA15

Total Proposed Cost: \$27,726,000

Alteration-Frances Perkins Building—Washington, DC—PDC-  
0116-WA15

Total Proposed Cost: \$16,320,000

Alteration-GSA Headquarters Building—Washington, DC—PDC-  
0021-WA15

Total Proposed Cost: \$7,091,000

Alteration-Robert C. Weaver Building—Washington, DC—PDC-  
0092-WA15

Total Proposed Cost: \$13,375,000

Alteration-Sidney R. Yates Federal Building—Washington, DC—  
PDC-0501-WA15

Total Proposed Cost: \$32,820,000

Alteration-IRS Annex Parking Deck—Chamblee, GA—PGA-0010-CH15

Total Proposed Cost: \$7,409,000

Alteration-536 South Clark Street Federal Building, John C. Kluczynski Federal Building, and United States Post Office Loop Station—Chicago, IL—PIL-0054-CH15

Total Proposed Cost: \$17,116,000

Alteration-Captain John Foster Williams United States Coast Guard Building—Boston, MA—PMA-0011-BO15

Total Proposed Cost: \$8,616,000

Alteration-Thomas P. O'Neill, Jr. Federal Building—Boston, MA—PMA-0153-BO15

Total Proposed Cost: \$16,146,000

Alteration-985 Michigan Avenue—Detroit, MI—PMI-1951-DE15

Total Proposed Cost: \$74,913,000

Alteration-Theodore Levin United States Courthouse—Detroit, MI—PMI-0029-DE15

Total Proposed Cost: \$40,499,000

Alteration-Ted Weiss Federal Building—New York, NY—PNY-0350-NY15

Total Proposed Cost: \$11,733,000

Alteration-John Weld Peck Federal Building—Cincinnati, OH—POH-0189-CI15

Total Proposed Cost: \$35,373,000

Alteration-911 Federal Building—Portland, OR—POR-0033-PO15

Total Proposed Cost: \$7,439,000

Alteration-Bonneville Power Administration Federal Building—Portland, OR—POR-0058-PO15

Total Proposed Cost: \$9,050,000

Alteration-Fritz. G Lanham Federal Building—Fort Worth, TX—PTX-0224-FW15

Total Proposed Cost: \$18,044,000

Alteration-John Wesley Powell Building—Reston, VA—PVA-1468-RE15

Total Proposed Cost: \$11,010,000

Alteration-Richard H. Poff Federal Building—Roanoke, VA—PVA-0095-RO15

Total Proposed Cost: \$15,128,000

Alteration-Fire and Life Safety Repairs—Various Locations, Region Four—PFLS-R4-2015

Total Proposed Cost: \$5,831,000

Construction-United States Land Port of Entry—Calexico, CA—PCA-BSC-CA15

Total Proposed Cost: \$85,307,000

Construction-United States Land Port of Entry—Alexandria Bay, NY—PNY-BSC-AB15

Total Proposed Cost: \$105,570,000

On September 17, 2014, the Committee approved three GSA lease resolutions, two building alteration resolutions, one construction resolution, and six lease resolutions that are part of the Department of Veterans Affairs Long Range Capital Plan. The lease resolutions included leases for the Departments of Justice, State Education and Veterans Affairs. The Committee-approved resolutions represent a \$225,755,822 total reduction over the lease terms.

Alteration-Edward J. Schwartz Federal Building and United States Courthouse—San Diego, CA—PCA-0167-SD14

Total Proposed Cost: \$19,729,000

Alteration-Harry S. Truman Building—Washington, DC—PDC-0046-WA14

Total Proposed Cost: \$25,539,000

Construction-FBI—Winchester, VA—PVA-FBSC-FR14

Total Proposed Cost: \$97,853,000

Department of State—Northern Virginia—PVA-02-WA15

Rentable Square Feet: 343,000

Lease Term: 15 years

Annual Rent: \$13,377,000

Department of Education—Washington, DC—PDC-05-WA15

Rentable Square Feet: 290,000

Lease Term: 15 years

Annual Rent: \$14,500,000

FBI—Baltimore City and Baltimore, Anne Arundel, and Howard Counties, MD—PMD-01-BC15

Rentable Square Feet: 155,755

Lease Term: 20 years

Annual Rent: \$4,984,160

Department of Veterans Affairs—South Bend, IN

Rentable Square Feet: 96,394

Lease Term: 20 years

Annual Rent: \$3,466,615

Department of Veterans Affairs—Springfield, MO

Rentable Square Feet: 91,800

Lease Term: 20 years

Annual Rent: \$2,749,240

Department of Veterans Affairs—Butler, PA

Rentable Square Feet: 226,800

Lease Term: 20 years

Annual Rent: \$6,582,000

Department of Veterans Affairs—Mobile, AL

Rentable Square Feet: 87,919

Lease Term: 20 years

Annual Rent: \$2,984,028

Department of Veterans Affairs—Rochester, NY

Rentable Square Feet: 113,400

Lease Term: 20 years

Annual Rent: \$4,611,600

Department of Veterans Affairs—San Jose, CA

Rentable Square Feet: 97,200



Lease Term: 20 years  
Annual Rent: \$5,586,000

## **Oversight Activities**

### **HEARINGS, MEETINGS, AND ROUNDTABLES**

#### **FBI HEADQUARTERS CONSOLIDATION**

On March 13, 2013, the Subcommittee held a hearing entitled “FBI Headquarters Consolidation” to review the need for a new FBI headquarters, consider the best solution to meet the needs of the FBI and protect the taxpayer, explore options for financing this major project, and discuss how and whether the existing FBI headquarters building can and should be leveraged. The hearing was conducted in order to provide Members background information as the Committee considers whether to authorize the GSA to proceed with the project. The Subcommittee received testimony from five Members of Congress representing states and districts in the National Capital Region, the GSA, and the FBI.

#### **SAVING TAXPAYER DOLLARS: FREEZING THE FEDERAL REAL ESTATE FOOTPRINT**

On May 22, 2013, the Subcommittee held a hearing to examine efforts by federal agencies to freeze and reduce their real estate footprint. The Subcommittee received testimony from the GSA, DHS, HHS, and the Nuclear Regulatory Commission (NRC).

#### **ROUNDTABLE—BENEFITS AND CHALLENGES OF PUBLIC-PRIVATE PARTNERSHIPS IN FEDERAL REAL ESTATE**

On July 23, 2013, the Subcommittee held a roundtable discussion to explore how public-private partnerships could be used to meet the real estate needs of the federal government. Subcommittee Chairman Lou Barletta and Ranking Member Eleanor Holmes Norton led a discussion with private sector executives that specialize in the design, construction, development, financing, and operation of real estate.

#### **FEMA REAUTHORIZATION: RECOVERING QUICKER AND SMARTER**

On September 18, 2013, the Subcommittee held a hearing to review recovery efforts from Hurricane Sandy, the tornadoes in Oklahoma, and other recent disasters to ensure effective coordination among federal, state, tribal, and local agencies in helping communities to recover in a quicker and smarter way. The hearing also focused on how reforms enacted in the Sandy Recovery Improvement Act of 2013 are helping to streamline the recovery process for recent disasters. The Subcommittee received testimony from FEMA, the Department of Housing and Urban Development, SBA, and state and local emergency managers and tribal representatives involved in disaster recovery efforts in various jurisdictions.

#### **FEMA REAUTHORIZATION: ENSURING THE NATION IS PREPARED**

On October 2, 2013, the Subcommittee held a hearing to examine FEMA’s Integrated Public Alert and Warning System and National Urban Search and Rescue System to evaluate the need for reform

legislation in the context of a proposed reauthorization of FEMA. The Subcommittee received testimony from a Central Region Representative of the Urban Search and Rescue System, representatives of the wireless and broadcasting industries, and a local emergency alert user. FEMA submitted a written statement for the record.

#### FEDERAL TRIANGLE SOUTH: REDEVELOPING UNDERUTILIZED FEDERAL PROPERTY THROUGH PUBLIC-PRIVATE PARTNERSHIPS

On November 19, 2013, the Subcommittee held a hearing to receive testimony related to Federal Triangle South in Washington, D.C., as a case study for redeveloping underutilized federal properties through public-private partnerships. The Subcommittee received testimony from Congressman Jeff Denham (R-CA), GSA, National Capital Planning Commission, and the Urban Land Institute.

#### ROUNDTABLE DISCUSSION ON OPPORTUNITIES AND USES OF PUBLIC-PRIVATE PARTNERSHIPS IN FEDERAL REAL ESTATE

On December 16, 2013, the Subcommittee held a roundtable on the topic of exploring how public-private partnerships could be better utilized to meet the real estate needs of the federal government. The discussion focused on the opportunities for public-private partnerships and the obstacles that are preventing their use. Committee Chairman Bill Shuster, Subcommittee Chairman Lou Barletta, and Ranking Member Andre Carson led a discussion with Members of the Subcommittee, GSA Administrator Tangherlini, and private sector real estate executives.

#### DISASTER MITIGATION: REDUCING COSTS AND SAVING LIVES

On April 3, 2014, the Subcommittee held a hearing to review how disaster mitigation programs can save lives, reduce damage to property, and reduce costs at all levels, including costs to communities and individual property owners, and focus on how the federal government can encourage the utilization of these mitigation efforts at the state and local levels. The Subcommittee received testimony from representatives of FEMA, the National Association of Counties, the National Emergency Management Association, and the Association of State Floodplain Managers.

#### EXAMINING THE FEDERAL PROTECTIVE SERVICE: ARE FEDERAL FACILITIES SECURE?

On May 21, 2014, the Subcommittee held a hearing to identify the current challenges faced by the Federal Protective Service and federal agencies in securing federal facilities and buildings, and to examine possible solutions and the potential implications, costs, and impacts each of them may have on security at federal facilities. The Subcommittee received testimony from representatives of GAO, DHS, the local chapter of the American Federation of Government Employees, and the National Association of Security Companies.

ROUNDTABLE: GSA LEASING PROGRAM: EXAMINING WAYS TO  
STREAMLINE AND REDUCE COSTS

On July 15, 2014, the Subcommittee on Economic Development, Public Buildings, and Emergency Management held a roundtable policy discussion to examine the GSA's leasing program, and the opportunity to reduce costs and negotiate good lease deals presented by the large number of expiring leases and the current commercial leasing market. Representatives of the GSA and the commercial real estate sector participated in the discussion.

GSA TENANT AGENCIES: CHALLENGES AND OPPORTUNITIES IN  
REDUCING COSTS OF LEASED SPACE

On July 30, 2014, the Subcommittee held a hearing to examine the GSA's leasing program, the real estate strategies of key tenant agencies, and the challenges and opportunities that exist to take advantage of the current real estate market and reduce costs to the taxpayer. The Subcommittee received testimony from representatives of the GSA, the Department of State, the Department of Justice, DHS, Social Security Administration, HHS, and DoD.

ROUNDTABLE: FEMA'S FRACKING BAN: HOW ANTI-FRACKING POLICIES  
ARE PUTTING PEOPLE AND PROPERTY AT RISK

On August 20, 2014, the Subcommittee held a roundtable policy discussion in Tunkhannock, Pennsylvania, to examine FEMA's Mitigation Policy, "Limits on Subsurface Uses of Hazard Mitigation Assistance Acquired Lands," to provide a forum to discuss the justification and impact of FEMA's policy on state and local government, individuals and the industry, and to explore opportunities and solutions for moving forward. Participants included representatives from FEMA, state and local emergency management officials, representatives of the oil and gas industry, and experts from the private sector.

OVERSIGHT LETTERS

GAO OFFICE REPORTS

On February 6, 2013, Subcommittee Chairman Lou Barletta sent a letter to Comptroller General Gene L. Dodaro asking to be included as a requester on three GAO reports that were underway at the beginning of the 113th Congress. The three reports are titled: "Review of the Judiciary's 5-Year Courthouse Construction Plan" (released on April 17, 2013); "Review of the Planning for Use, Retention, or Disposal of Existing Courthouses" (released on December 9, 2013); and "Review of FEMA's Efforts to Modernize the Emergency Alert System and Implement the Integrated Public Alert and Warning System (released on May 23, 2013)"

On July 16, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Lou Barletta and Ranking Member Eleanor Holmes Norton requested that GAO review the management of federally owned and operated warehouses. The GAO found that much of the data from the GSA in regards to its warehouse inventory was incomplete and/or not transparent. GAO released this report on November 12, 2014.

On June 17, 2014, Committee Chairman Bill Shuster joined an existing request from Committee on the Judiciary Chairman Bob Goodlatte that GAO review GSA's selections of court facilities as recipients of Recovery Act Funding. GAO is expected to release this report in February of 2015.

#### NUCLEAR REGULATORY COMMISSION'S HOUSING PLAN

On March 26, 2013, Subcommittee Chairman Lou Barletta sent a letter to NRC Chairwoman Allison M. Macfarlane requesting current housing and staff numbers at their White Flint, Maryland, campus. The letter was in response to the NRC's request to renew their lease for the White Flint Two building despite constructing a third building on the campus that is currently vacant. The Committee must authorize GSA leases that cost \$2.79 million or more annually. The White Flint Two lease exceeds the \$2.79 million threshold. In order for the Committee to better understand why renewing the White Flint Two lease makes sense, Chairman Lou Barletta (R-PA) requested information relating to how much space the NRC owns; how much space the NRC leases; the total square footage in each building they operate; total staff levels over the past ten years; current total staff levels; number of temporary, part time, and contracted workers; current utilization rates at each building; and other information. After working with the NRC and GSA, the Committee brokered an agreement that will put 1,100 additional employees into the NRC's buildings by having space backfilled by the Food and Drug Administration (FDA). As a result, FDA has agreed to relinquish four leases that will save the taxpayer \$145.8 million. The Committee approved the NRC lease prospectus on December 4, 2013, conditioned on this agreement.

#### REQUEST FOR CLARIFICATION ON FEMA HYDRAULIC FRACTURING POLICY

On June 5, 2014, Committee Chairman Bill Shuster and Subcommittee Chairman Lou Barletta sent a letter to FEMA Administrator W. Craig Fugate requesting information on the agency's recently issued policy "Limits on Subsurface Uses of Hazard Mitigation Assistance Acquired Lands" (FP 302-405-46-1). FEMA had issued the policy, which would ban hydraulic fracturing under any property purchased with FEMA mitigation funds, without affording stakeholders the opportunity to comment on the proposal, and without a clear justification of hydraulic fracturing impacting surface flooding. Committee Chairman Bill Shuster and Subcommittee Chairman Lou Barletta requested information on what the agency anticipated as potential impacts subsurface hydrologic fracturing can have on surface water flows and flood levels, and if it was incompatible with use of the areas used for open space or recreation; if the policy prohibited other extraction methods, techniques, or activities, in addition to hydraulic fracturing; how the policy compared to other policies by federal and state land management agencies; what jurisdictions were likely to be impacted by the policy; how the policy would handle bifurcated surface and subsurface rights, and if a property owner would have to forfeit subsurface rights; if the policy would impact land previously acquired with Hazard Mitigation Assistance funds; why FEMA was not waiting for further information on ongoing reviews on the impacts of sub-

surface activity; if the policy was coordinated with the relevant land management agencies at the federal or state level, or with stakeholders, and if the public received an opportunity to comment on the policy before its implementation; and if there were other mitigation options and programs available to property owners looking to mitigate the effects of future disasters. FEMA replied with a letter dated June 23, 2014.

#### QUESTIONS ON UNACCOMPANIED ALIEN CHILDREN CRISIS

On June 16, 2014, Subcommittee Chairman Lou Barletta sent a letter to the President expressing concern over the administration's response to the growing number of unaccompanied alien children being detained while crossing the southern border of the United States. Chairman Barletta requested information on FEMA's role in coordinating the federal response effort, and submitted a list of questions: What roles and activities will FEMA provide, for how long, and supported by how many FEMA employees; the cost estimates for these activities, if the activities will be reimbursed, and what authority these activities are being performed under; the roles of other agencies, including authorities, cost estimates, and number of employees; how long it will take to address the immediate crisis, and what the intermediate and long-term plans to deal with the crisis are; how many individuals are crossing the border and from what locations are they crossing, where they are being housed in the short and intermediate term, and the estimated costs for housing and transportation; and if a national emergency will be declared, allowing activities to be funded out of the Disaster Relief Fund in accordance with the Stafford Act. To date no response has been received.

#### GSA INSPECTOR GENERAL'S REVIEW OF GOOGLE GROUP SECURITY

On September 5, 2014, Subcommittee Chairman Lou Barletta sent a letter to the Acting Inspector General of GSA related to a report on the agency's Internet user interface and discussion groups. The Chairman requested the Inspector General provide the Committee with the three memoranda alerting the GSA to the issue; the closeout reports from the Office of Forensic Auditing; the Office of Audits Alert Memo; and all future alert reports on the issue.

#### GSA NATIONAL BROKER CONTRACT

On September 29, 2014, Committee Chairman Bill Shuster and Subcommittee Chairman Lou Barletta sent a letter to the Commissioner of the Public Building Service regarding GSA's National Broker Contract. Over the course of two Subcommittee meetings on July 15 and July 30, 2014, the Committee determined that the GSA has the opportunity to replace half of its leased inventory with more cost-effective long-term lease deals that improve utilization rates. Chairman Bill Shuster and Subcommittee Chairman Lou Barletta encouraged the GSA to realize those cost-saving opportunities by significantly increasing the number of task orders under the current National Broker Contract, and to expand the scope and capacity of the next broker contract to include prime con-

tracts awarded to small business brokers. The Subcommittee received a response in December 2014.

#### HEARINGS HELD

Hearing entitled “FBI Headquarters Consolidation” (March 13, 2013) Committee Serial Number 113–5

Hearing entitled “Saving Taxpayer Dollars: Freezing the Federal Real Estate Footprint” (May 22, 2013) Committee Serial Number 113–18

Hearing entitled “FEMA Reauthorization: Recovering Quicker and Smarter” (September 18, 2013) Committee Serial Number 113–35

Hearing entitled “FEMA Reauthorization: Ensuring the Nation is Prepared” (October 2, 2013) Committee Serial Number 113–37

Hearing entitled “Federal Triangle South: Redeveloping Underutilized Federal Property Through Public-Private Partnerships” (November 19, 2013) Committee Serial Number 113–43.

Hearing entitled “Disaster Mitigation: Reducing Costs and Saving Lives” (April 3, 2014) Committee Serial Number 113–64

Hearing entitled “Examining the Federal Protective Service: Are Federal Facilities Secure?” (May 21, 2014) Committee Serial Number 113–71

Hearing entitled “GSA Tenant Agencies: Challenges and Opportunities in Reducing Costs of Leased Space” (July 30, 2014) Committee Serial Number 113–80

**SUBCOMMITTEE ON HIGHWAYS AND TRANSIT**  
**U.S. HOUSE OF REPRESENTATIVES**  
**113TH CONGRESS**

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**Legislative Activities**

TO DESIGNATE THE NEW INTERSTATE ROUTE 70 BRIDGE OVER THE  
MISSISSIPPI RIVER CONNECTING ST. LOUIS, MISSOURI, AND  
SOUTHWESTERN ILLINOIS AS THE "STAN MUSIAL VETERANS MEMO-  
RIAL BRIDGE"

PUBLIC LAW 113–18 (H.R. 2383)

To designate the new interstate route 70 bridge over the Mississippi river connecting St. Louis, Missouri, and southwestern Illinois as the "Stan Musial Veterans Memorial Bridge."

*Summary*

The bill names the new Interstate Route 70 bridge over the Mississippi River that connects St. Louis, Missouri, to southwestern Illinois as the "Stan Musial Veterans Memorial Bridge."

*Legislative History*

H.R. 2383 was introduced by Congressman Rodney Davis (R-IL) on June 14, 2013.

On June 25, 2013, H.R. 2383 was considered under suspension of the Rules and passed by a vote of 395–2 (Roll No. 287).

On June 26, 2013, H.R. 2383 was received in the Senate and read twice.

On June 27, 2013, H.R. 2383 passed the Senate by unanimous consent.

On July 2, 2013, H.R. 2383 was presented to the President. The Bill was signed on July 12, 2013, becoming Public Law 113–18.

TO ENSURE THAT ANY NEW OR REVISED REQUIREMENT PROVIDING FOR THE SCREENING, TESTING, OR TREATMENT OF INDIVIDUALS OPERATING COMMERCIAL MOTOR VEHICLES FOR SLEEP DISORDERS IS ADOPTED PURSUANT TO A RULEMAKING PROCEEDING, AND FOR OTHER PURPOSES.

PUBLIC LAW 113–45 (H.R. 3095)

To ensure that any new or revised requirement providing for the screening, testing, or treatment of individuals operating commercial motor vehicles for sleep disorders is adopted pursuant to a rulemaking proceeding, and for other purposes.

*Summary*

The bill ensures that if the Secretary of Transportation proposes new or revised requirements for the screening, testing, or treatment of individuals operating commercial motor vehicles for sleep disorders, the proposed new or revised requirements must be enacted pursuant to a rulemaking proceeding.

*Legislative History*

H.R. 3095 was introduced by Congressman Larry Bucshon (R-IN) on September 12, 2013.

On September 19, 2013, the Committee met in open session and ordered H.R. 3095 reported by voice vote.

On September 25, 2013 H.R. 3095 was reported to the House (House Report 113–225) and placed on Union Calendar (Calendar No. 165).

On September 26, 2013, H.R. 3095 was considered under suspension of the Rules and pass by a vote of 405–0 (Roll No. 486).

On September 27, 2013, H.R. 3095 was received in the Senate.

On October 4, 2013, H.R. 3095 passed the Senate by unanimous consent.

On October 7, 2013, H.R. 3095 was presented to the President. October 15, 2013, the bill was signed becoming Public Law 113–45.

TO AUTHORIZE THE SECRETARY OF TRANSPORTATION TO OBLIGATE FUNDS FOR EMERGENCY RELIEF PROJECTS ARISING FROM DAMAGE CAUSED BY SEVERE WEATHER EVENTS IN 2013, AND FOR OTHER PURPOSES

H.R. 3174

SEE PUBLIC LAW 113–46 (H.R. 2775) FOR FURTHER ACTION

To authorize the Secretary of Transportation to obligate funds for emergency relief projects arising from damage caused by severe weather events in 2013, and for other purposes.

*Summary*

The bill authorizes the Secretary of Transportation to obligate previously authorized or appropriated funds from the Federal Highway Administration's Emergency Relief Program for projects resulting from damage caused by severe weather events in 2013, without regard to any limitation on the amount that may be obligated for such projects in a particular state.



*Legislative History*

H.R. 3174 was introduced by Congressman Cory Gardner (R-CO) on September 25, 2013.

On September 30, 2013, H.R. 3174 was considered under suspension of the Rules and passed by voice vote.

On October 1, 2013, H.R. 3174 was received in the Senate.

On October 17, 2013, the President signed H.R. 2775, making continuing appropriations for the fiscal year ending September 30, 2014, and for other purposes, and it became Public Law 113–46.

P.L. 113–46 included a modified version of the language in H.R. 3174.

TO ADDRESS SHORTAGES AND INTERRUPTIONS IN THE AVAILABILITY  
OF PROPANE AND OTHER HOME HEATING FUELS IN THE UNITED  
STATES, AND FOR OTHER PURPOSES

PUBLIC LAW 113–90 (H.R. 4076)

To address shortages and interruptions in the availability of propane and other home heating fuels in the United States, and for other purposes.

*Summary*

This bill provides a guaranteed extension of the short-term, temporary emergency declarations issued by the Department of Transportation until May 31, 2014. These declarations allow truck operators delivering propane and other home heating fuels to drive for longer hours to make faster deliveries to states affected by the shortages and interruptions.

*Legislative History*

On February 25, 2014, H.R. 4076 was introduced by Chairman Bill Shuster (R-PA).

On March 4, 2014, H.R. 4076 was considered under suspension of the Rules and passed by a voice vote.

On March 5, 2014, H.R. 4076 was received in the Senate and read twice.

On March 13, 2014 H.R. 4076 passed the Senate by unanimous consent.

On March 18, 2014, H.R. 4076 was presented to the President. On March 21, 2014, the bill was signed becoming Public Law 113–90.

A BILL TO ADDRESS CURRENT EMERGENCY SHORTAGES OF PROPANE  
AND OTHER HOME HEATING FUELS AND TO PROVIDE GREATER  
FLEXIBILITY AND INFORMATION FOR GOVERNORS TO ADDRESS  
SUCH EMERGENCIES IN THE FUTURE

PUBLIC LAW 113–125 (S. 2086)

To address current emergency shortages of propane and other home heating fuels and to provide greater flexibility and information for governors to address such emergencies in the future.

*Summary*

The bill requires the Federal Motor Carrier Safety Administration to exempt commercial motor vehicles that transport residential

home heating fuel from some federal motor carrier safety regulations for up to 90 days in states where the governor has declared a state of emergency caused by a shortage of residential home heating fuel. It also requires the Energy Information Administration to notify states if the inventory of residential heating fuel within the state falls below the most recent five-year average for more than three consecutive weeks and the Secretary of Transportation to conduct a study on the safety impacts of extending the regulatory exemptions.

#### *Legislative History*

S. 2086 was introduced by Senator John Thune (R-SD) on March 6, 2014, and referred to the Committee on Commerce, Science, and Transportation.

On May 20, 2014, S. 2086 was reported by the Committee on Commerce, Science, and Transportation with an amendment in the nature of a substitute.

On May 21, 2014, S. 2086 passed the Senate with an amendment by unanimous consent.

On May 22, 2014, S. 2086 was received in the House and was referred to the Committee on Transportation and Infrastructure.

On June 23, 2014, S. 2086 was considered under suspension of the Rules and passed by voice vote.

On June 25, 2014, S. 2086 was presented to the President. On June 30, 2014, the bill was signed becoming Public Law 113-125.

TO PROVIDE AN EXTENSION OF FEDERAL-AID HIGHWAY, HIGHWAY SAFETY, MOTOR CARRIER SAFETY, TRANSIT, AND OTHER PROGRAMS FUNDED OUT OF THE HIGHWAY TRUST FUND, AND FOR OTHER PURPOSES

PUBLIC LAW 113-159 (H.R. 5021)

To provide an extension of federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.

#### *Summary*

The bill provides a transfer from the General Fund of the United States Treasury and the Leaking Underground Storage Tank Trust Fund to the Highway Trust Fund and extends federal surface transportation programs through May 31, 2015.

#### *Legislative History*

H.R. 5021 was introduced by Congressman Dave Camp (R-MI) on July 8, 2014, and referred to the Committee on Transportation and Infrastructure, Committee on Ways and Means, Committee on Science, Space, and Technology, Committee on Energy and Commerce, Committee on Education and the Workforce, and the Committee on Natural Resources.

On July 10, 2014, H.R. 5021 was ordered reported by the Committee on Ways and Means with an amendment in the nature of a substitute by a voice vote.

Also on July 14, 2014, H.R. 5021 was reported, as amended, by the Committee on Ways and Means (House Report 113-520, Part I).

On July 15, 2014, H.R. 5021 was considered under a Rule (H. Res. 669) and was passed by a vote of 367 yeas and 55 nays (Roll No. 414).

On July 15, 2014, H.R. 5021 was received in the Senate.

On July 29, 2014, H.R. 5021 passed the Senate with an amendment by a recorded vote of 79 yeas and 18 nays (Roll No. 248).

On July 31, 2014, the House voted on motion to disagree to the Senate amendment by a vote of 272 yeas and 150 nays (Roll No. 473).

On July 31, 2014, the Senate receded from its amendment to the measure by a recorded vote of 81 yeas and 13 nays (Roll No. 255).

On August 1, 2014, H.R. 5021 was presented to the President. On August 8, 2014, the bill was signed becoming Public Law 113–159.

TO AMEND TITLE 23, UNITED STATES CODE, WITH RESPECT TO THE OPERATION OF VEHICLES ON CERTAIN WISCONSIN HIGHWAYS, AND FOR OTHER PURPOSES.

PUBLIC LAW 113–235 (H.R. 2353/H.R. 83)

To amend title 23, United States code, with respect to the operation of vehicles on certain Wisconsin highways, and for other purposes.

#### *Summary*

The bill grandfathers Wisconsin truck weight laws on United States Route 41 in Wisconsin when that route is designated as part of the Interstate Highway System. This will allow trucks to continue to operate on United States Route 41 in Wisconsin at the state weight limits prior to Interstate Highway System designation.

#### *Legislative History*

H.R. 2353 was introduced by Congressman Thomas E. Petri (R-WI) on June 13, 2013.

On July 18, 2013, the Committee met in open session and ordered H.R. 2353 reported by voice vote.

On July 22, 2014, H.R. 2353 was reported to the House (House Report 113–162 and placed on the Union Calendar (Calendar No. 117). On the same day H.R. 2353 was considered under suspension of the Rules and passed by voice vote.

On July 23, 2013, the bill was received in the Senate and read twice and referred to the Committee on Environment and Public Works.

H.R. 2353 was incorporated in H.R. 83 which became Public Law 113–235.

TO AMEND TITLE 23, UNITED STATES CODE, WITH RESPECT TO THE OPERATION OF VEHICLES ON CERTAIN WISCONSIN HIGHWAYS, AND FOR OTHER PURPOSES.

PUBLIC LAW 113–235 (H.R. 2628/H.R. 83)

To amend title 23, United States Code, with respect to United States Route 78 in Mississippi, and for other purposes.

*Summary*

The bill permits the continued operation of trucks on any segment of United States Route 78 in Mississippi designated as a route on the Interstate System. H.R. 2628 prohibits federal weight limitation requirements from applying to those trucks that could operate legally on such segment before that designation.

*Legislative History*

H.R. 2628 was introduced by Congressman Alan Nunnelee (R-MS) on July 9, 2013.

H.R. 2628 was incorporated in H.R. 83 which became Public Law 113–235.

TO AMEND TITLE 23, UNITED STATES CODE, WITH RESPECT TO UNITED STATES ROUTE 78 IN MISSISSIPPI, AND FOR OTHER PURPOSES

PENDING IN THE SENATE (H.R. 4268)

To amend title 23, United States Code, with respect to United States Route 78 in Mississippi, and for other purposes.

*Summary*

The bill allows commercial vehicles currently operating on United States Route 78 in Mississippi, between mile marker zero and mile marker 113, to continue to operate after that segment is designated as part of the Interstate Highway System.

*Legislative History*

H.R. 4268 was introduced by Congressman Alan Nunnelee (R-MS) on March 14, 2014.

On May 19, 2014, H.R. 4268 was considered under suspension of the Rules and passed by voice vote.

On May 20, 2014, H.R. 4268 was received in the Senate and read twice and referred to the Committee on Environment and Public Works.

TO DESIGNATE THE “JAMES L. OBERSTAR MEMORIAL HIGHWAY” AND THE “JAMES L. OBERSTAR NATIONAL SCENIC BYWAY” IN THE STATE OF MINNESOTA

PUBLIC LAW 113–261 (H.R. 4926)

To designate the “James L. Oberstar Memorial Highway” and the “James L. Oberstar National Scenic Byway” in the State of Minnesota.

*Summary*

The bill, as amended, designates a segment of Interstate Route 35 in Minnesota after former Committee on Transportation and Infrastructure Chairman James L. Oberstar.

*Legislative History*

H.R. 4926 was introduced by Congressman Richard M. Nolan (D-MN) on June 20, 2014.

On September 17, 2014, the Committee met in open session and ordered H.R. 4926 reported with an amendment in the nature of a substitute by a voice vote.

On November 12, 2014, H.R. 4926 was reported (Amended) to the House (House Report. 113–610) and placed on the House Calendar, (Calendar No. 143).

On December 8, 2014 H.R. 4926 was considered under suspension of the Rules and passed by a voice vote.

On December 9, 2014, received in the Senate.

On December 10, 2014, H.R. 4926 passed the Senate unanimous consent.

On December 12, 2014, H.R. 4926 was presented to the President. On December 18, 2014 the bill was signed by the President becoming Public Law 113–261.

### **Oversight Activities**

#### MEETINGS, HEARINGS, AND ROUNDTABLES

##### IMPLEMENTING MAP–21: PROGRESS REPORT FROM U.S DEPARTMENT OF TRANSPORTATION MODAL ADMINISTRATORS

On March 14, 2013, the Subcommittee held a hearing entitled “Implementing MAP–21: Progress Report from Department of Transportation Modal Administrators.” The purpose of the hearing was to receive updates from Department of Transportation (DOT) modal agencies related to implementing programmatic reforms and meeting deadlines mandated in the Moving Ahead for Progress in the 21st Century Act (MAP–21; P.L. 112–141). The Subcommittee received testimony from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA).

##### IMPLEMENTING MAP–21: THE STATE AND LOCAL PERSPECTIVE

On April 25, 2013, the Subcommittee held a hearing entitled “Implementing MAP–21: The State and Local Perspective.” The purpose of the hearing was to obtain an update of the state and local perspective on the progress of DOT toward implementing programmatic reforms and meeting deadlines mandated in MAP–21. The Subcommittee received testimony from representatives of the American Association of State Highway and Transportation Officials (AASHTO), the American Public Transportation Association (APTA), the Association of Metropolitan Planning Organizations, the National Association of Development Organizations, the National Conference of State Legislatures, and the San Francisco Municipal Transportation Agency.

##### ROUNDTABLE: CONNECTED VEHICLES AND THE IMPACTS OF SPECTRUM SHARING

On May 7, 2013, the Subcommittee held a roundtable discussion entitled “Connected Vehicles and the Impacts of Spectrum Sharing.” The purpose of the discussion was to identify the challenges and potential safety benefits of implementing connected vehicle technology. Participants included the DOT, the National Telecommunications and Information Administration, the Alliance of

Automobile Manufacturers, the Intelligent Transportation Society of America, the Connected Vehicle Trade Association, Cisco, and Qualcomm.

THE IMPACTS OF THE DEPARTMENT OF TRANSPORTATION'S  
COMMERCIAL DRIVER HOURS-OF-SERVICE REGULATIONS

On June 18, 2013, the Subcommittee held a hearing entitled, "The Impacts of the Department of Transportation's Commercial Driver Hours-of-Service Regulations." The purpose of the hearing was to learn how the revised hours-of-service regulations would impact drivers, motor carriers, and the American economy. The Subcommittee received testimony from representatives of FMCSA, the American Trucking Associations, the Owner-Operator Independent Drivers Association, the Commercial Vehicle Safety Alliance, the National Ready Mixed Concrete Association, and Advocates for Highway and Auto Safety.

HOW THE FINANCIAL STATUS OF THE HIGHWAY TRUST FUND IMPACTS  
SURFACE TRANSPORTATION PROGRAMS

On July 23, 2013, the Subcommittee held a hearing entitled, "How the Financial Status of the Highway Trust Fund Impacts Surface Transportation Programs." The purpose of the hearing was to obtain information on the current financial status of the Highway Trust Fund and its impact on federal surface transportation programs. The Subcommittee received testimony from representatives of the Congressional Budget Office and DOT.

HOW AUTONOMOUS VEHICLES WILL SHAPE THE FUTURE OF SURFACE  
TRANSPORTATION

On November 19, 2013, the Subcommittee held a hearing entitled, "How Autonomous Vehicles Will Shape the Future of Surface Transportation." The purpose of the hearing was to learn how the introduction of autonomous vehicles would impact current policy and other challenges. The Subcommittee received testimony from representatives of NHTSA, General Motors, Nissan North America, Inc., Carnegie Mellon University, AASHTO, and the Eno Center for Transportation.

EXAMINING THE CURRENT AND FUTURE DEMANDS ON THE FEDERAL  
TRANSIT ADMINISTRATION'S CAPITAL INVESTMENT GRANTS

On December 11, 2013, the Subcommittee held a hearing entitled, "Examining the Current and Future Demands on the Federal Transit Administration's Capital Investment Grants." The purpose of the hearing was to understand changes made to the New Starts program in MAP-21 and highlight the growth in eligible projects and applications for the program's approximately \$2 billion in annual funding. The Subcommittee received testimony from representatives of the FTA, the Chicago Transit Authority, Utah Transit Authority, the Cato Institute and a local mayor.

IMPROVING THE EFFECTIVENESS OF THE FEDERAL SURFACE  
TRANSPORTATION SAFETY GRANT PROGRAMS

On January 28, 2014, the Subcommittee held a hearing entitled "Improving the Effectiveness of the Federal Surface Transportation

Safety Grant Programs.” The purpose of the hearing was to obtain testimony related to the federal surface transportation safety grant programs. The Subcommittee received testimony from the representatives of the National Transportation Safety Board, the American Traffic Safety Services Association, the Commercial Vehicle Safety Alliance, the Governors Highway Safety Association, and the Intelligent Transportation Society of America.

#### SURFACE TRANSPORTATION REAUTHORIZATION: STAKEHOLDER PERSPECTIVES

On February 26, 2014, the Subcommittee held a roundtable discussion entitled “Surface Transportation Reauthorization: Stakeholder Perspectives.” The purpose of the roundtable was to prepare for the development of the surface transportation reauthorization bill. The subcommittee heard from representatives of the American Trucking Associations, the American Highway Users Alliance, Transportation for America, the Retail Industry Leaders Association, the United States Chamber of Commerce, the National Steel Bridge Alliance, the National Association of Manufacturers, and the AFL-CIO.

#### IMPROVING THE NATION’S HIGHWAY FREIGHT NETWORK

On February 27, 2014, the Subcommittee held a hearing entitled, “Improving the Nation’s Highway Freight Network.” The purpose of the hearing was to obtain testimony related to highway freight mobility. The Subcommittee received testimony from representatives of the Wisconsin Department of Transportation and AASHTO; the city of Palos Hills, Illinois, and the Chicago Metropolitan Agency for Planning; FedEx Ground; and Volvo Group North America.

#### OVERSIGHT OF THE U.S. DEPARTMENT OF TRANSPORTATION’S IMPLEMENTATION OF MAP-21 AND FISCAL YEAR 2015 BUDGET REQUEST FOR SURFACE TRANSPORTATION

On March 12, 2014, the Subcommittee held a hearing entitled, “Oversight of the U.S. Department of Transportation’s Implementation of MAP-21 and Fiscal Year 2015 Budget Request for Surface Transportation.” The purpose of the hearing was to obtain testimony related to implementing MAP-21 and the administration’s fiscal year 2015 budget request for federal surface transportation programs. The Subcommittee received testimony from representatives of the Office of the Secretary of Transportation, FHWA, FTA, FMCSA, and NHTSA.

#### SURFACE TRANSPORTATION REAUTHORIZATION: PERSPECTIVES OF THE NON-FEDERAL PARTNERS

On March 13, 2014, the Subcommittee held a roundtable discussion entitled “Surface Transportation Reauthorization: Perspectives of the Non-Federal Partners.” The purpose of the roundtable was to prepare for the development of the surface transportation reauthorization bill. The Subcommittee heard from representatives of the AASHTO, APTA, the Association of Metropolitan Planning Organizations, and the National Association of Counties.

#### SURFACE TRANSPORTATION INFRASTRUCTURE PROJECTS: CASE STUDIES OF THE FEDERAL ENVIRONMENTAL REVIEW AND PERMITTING PROCESS

On September 9, 2014, the Subcommittee held a hearing entitled, “Surface Transportation Infrastructure Projects: Case Studies of the Federal Environmental Review and Permitting Process.” The purpose of the hearing was to obtain testimony related to the federal environmental review and permitting processes for surface transportation infrastructure projects. The Subcommittee received testimony from representatives of the Utah Department of Transportation, the Washington State Department of Transportation, the Texas Department of Transportation, and the Transportation Corridors Agencies.

#### OVERSIGHT LETTERS

##### COMMERCIAL DRIVER HOURS-OF-SERVICE REGULATIONS

On March 18, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Thomas E. Petri and then-Ranking Member Peter A. DeFazio sent a letter to then Secretary of Transportation Ray LaHood that requested a stay on the Final Rule on Hours of Service of Drivers (HOS) (76 Fed. Reg. 81134 (December 27, 2011)), which was scheduled to take effect on July 1, 2013. The Chairmen and Ranking Members requested DOT delay implementation of the HOS rule until three months after a decision was issued by the United States Court of Appeals for the District of Columbia Circuit on a petition for review of the rule. On April 23, 2013, Secretary LaHood denied the request for a stay citing the interest of highway safety.

##### SPECTRUM FOR CONNECTED VEHICLES

On June 3, 2013, Subcommittee Chairman Thomas E. Petri and then-Ranking Member Peter A. DeFazio sent a letter to the Acting Chairman Mignon Clyburn of the Federal Communications Commission (FCC) to express interest in opening the 5 GHz band for use by unlicensed wireless devices, in particular the potential interference issues with unlicensed wireless devices and connected vehicle technology. On September 30, 2013, Chairman Clyburn responded, indicating that the FCC is dedicated to reviewing the extensive record and facts before making any determination regarding the rules in the specific range discussed.

##### HOURS OF SERVICE

On September 16, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Thomas E. Petri sent a letter regarding hours-of-service regulations to Secretary of Transportation Anthony Foxx. The Chairmen included a letter sent to the Secretary on August 29, 2013, by 51 Members of the House of Representatives pertaining to the field-study on the efficacy of the 34-hour restart rule, which is applicable to operators of commercial motor vehicles. The study remains unfinished despite being mandated by MAP-21 to be completed by March 31, 2013. This study was intended to help Congress better understand the true costs and benefits of the new hours-of-service rule and the information will be beneficial to



drafting the next surface transportation reauthorization bill. The Subcommittee received a response on December 3, 2013.

#### NONEMERGENCY MEDICAL TRANSPORTATION

On October 3, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Thomas E. Petri and Ranking Member Eleanor Holmes Norton, sent a letter to the Government Accountability Office (GAO) requesting assistance in reviewing key areas of nonemergency medical transportation coordination efforts. Providing nonemergency transportation for medical care and services is an ongoing challenge for states as transportation needs and costs continue to rise. In 2012, GAO previously reported that federal interagency coordination efforts pertaining to human services transportation could be strengthened and that barriers to successful transportation coordination are still evident. In the letter, the Chairmen and Ranking Members asked for assistance in the following areas: the extent of efforts to coordinate nonemergency transportation between agencies and programs; how, if at all, nonemergency medical providers at the state and local level are coordinating funding and service for such transportation; and key challenges to coordination of such services and potential solutions. GAO is expected to issue its report in early 2015.

#### PHASE 2 DRIVER DISTRACTION GUIDELINES

On November 12, 2013, Subcommittee Chairman Thomas E. Petri sent a letter to Administrator David Strickland of the NHTSA regarding pending Phase 2 Driver Distraction Guidelines. NHTSA plans to release guidelines on portable and aftermarket electronic devices brought into motor vehicles by drivers or passengers, including GPS navigation systems, smartphones, electronic tablets and pads, and other mobile communications devices. The Chairman requested that NHTSA adhere to its statutory regulatory authority in this matter. The Subcommittee received a response on December 11, 2013.

#### IN-KIND MATCH FOR INTERCITY BUS TRANSPORTATION

On November 22, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, sent a letter to Secretary of Transportation Anthony Foxx urging the FTA to allow both the operating and capital costs of the unsubsidized segment of an intercity bus project to be used as the in-kind local match. FTA proposed in its Formula Grants for Rural Areas: Program Guidance and Application Instructions (FTA C 9040.1G) that the in-kind match for intercity bus transportation projects be limited to the capital costs of the unsubsidized segment, which is contrary to congressional intent in MAP-21.

#### HOURS OF SERVICE

On December 27, 2011, FMCSA issued revised HOS regulations. On July, 1, 2013, FMCSA began enforcing the changes to a new “restart” rule aimed at restricting drivers’ work hours in order to reduce both the risk of fatigue-related crashes and long-term health problems for drivers. In a March 31, 2014, letter to the

Comptroller General of the United States, Committee Chairman Bill Shuster and Subcommittee Chairman Thomas E. Petri requested that GAO evaluate and report to the Committee on the validity of the key assumptions, data, and methodology used by the FMCSA in its Regulatory Impact Analysis (RIA), which was completed as part of the agency's HOS rulemaking. The GAO is expected to issue its report in mid-2015.

#### NEW STARTS PROGRAM ESTIMATES

MAP-21 mandated that GAO biennially review FTA's processes and procedures for evaluating, rating, and recommending new fixed-guideway capital projects and core-capacity improvement projects and DOT's implementation of such processes and procedures. The report, published on May 30, 2014, describes (1) the length of the development process across these projects and the factors affecting the length, (2) capital cost-estimate changes throughout this process, and the factors contributing to the changes, and (3) how project sponsors forecast ridership, including the support that FTA provides. GAO analyzed pertinent laws, regulations, agency guidance, and FTA data for the 32 New, Small, and Very Small Starts projects initiated and funded from 2005 to 2013, prior to the recent changes in program processes in MAP-21. GAO interviewed FTA staff and project sponsors. DOT reviewed a draft of this report and provided technical comments, which were incorporated as appropriate.

#### HEARINGS HELD

Hearing entitled "Implementing MAP-21: Progress Report from U.S. Department of Transportation Modal Administrators" (March 14, 2013) Committee Serial Number 113-6

Hearing entitled "Implementing MAP-21: The State and Local Perspective" (April 25, 2013) Committee Serial Number 113-14

Hearing entitled "The Impacts of the Department of Transportation's Commercial Driver Hours-of-Service Regulations" (June 18, 2013) Committee Serial Number 113-25

Hearing entitled "How the Financial Status of the Highway Trust Fund Impacts Surface Transportation Programs" (July 23, 2013) Committee Serial Number 113-31

Hearing entitled "How Autonomous Vehicles Will Shape the Future of Surface Transportation" (November 19, 2013) Committee Serial Number 113-42

Hearing entitled "Examining the Current and Future Demands on the Federal Transit Administration's Capital Investment Grants" (December 11, 2013) Committee Serial Number 113-45

Hearing entitled "Improving the Effectiveness of the Federal Surface Transportation Safety Grant Programs" (January 28, 2014) Committee Serial Number 113-50

Hearing entitled "Improving the Nation's Highway Freight Network" (February 27, 2014) Committee Serial Number 113-55

Hearing entitled "Oversight of the U.S. Department of Transportation's Implementation of MAP-21 and Fiscal Year 2015 Budget Request for Surface Transportation" (March 12, 2014) Committee Serial Number 113-59

Hearing entitled “Surface Transportation Infrastructure Projects:  
Case Studies of the Federal Environmental Review and Permitting  
Process” (September 9, 2014) Committee Serial Number 113–81

**SUBCOMMITTEE ON RAILROADS, PIPELINES, AND  
HAZARDOUS MATERIALS**

**U.S. HOUSE OF REPRESENTATIVES**

**113TH CONGRESS**

JEFF DENHAM, California, *Chairman*  
CORRINE BROWN, Florida, *Ranking Member*

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ROGER WILLIAMS, Texas	<i>(ex officio)</i>
SCOTT PERRY, Pennsylvania	
BILL SHUSTER, Pennsylvania <i>(ex officio)</i>	
Vacancy	

**Legislative Activities**

TO AMEND TITLE 49, UNITED STATES CODE, TO MODIFY REQUIREMENTS RELATING TO THE AVAILABILITY OF PIPELINE SAFETY REGULATORY DOCUMENTS, AND FOR OTHER PURPOSES

PUBLIC LAW 113–30 (H.R. 2576)

To amend title 49, United States Code, to modify requirements relating to the availability of pipeline safety regulatory documents, and for other purposes.

*Summary*

H.R. 2576 revises certain minimum pipeline safety standards to delay from January 3, 2012, to January 3, 2015, implementation of a provision that prohibits the Secretary of Transportation from issuing a regulation that incorporates by reference any documents or portions thereof unless such documents are made available to the public, free of charge. The legislation also eliminates the requirements in the Pipeline Safety and Regulatory Certainty and Job Creation Act of 2011 (Public Law 112–90) that apply the provision to guidance issued by the Secretary and that require such documents be made available on an Internet website.

*Legislative History*

H.R. 2576 revises certain minimum pipeline safety standards to delay from January 3, 2012, to January 3, 2015, implementation of a provision that prohibits the Secretary of Transportation from issuing a regulation that incorporates by reference any documents or portions thereof unless such documents are made available to the public, free of charge. The legislation also eliminates the requirements in the Pipeline Safety and Regulatory Certainty and Job Creation Act of 2011 (Public Law 112–90) that apply the provi-

sion to guidance issued by the Secretary and that require such documents be made available on an Internet website.

FEDERAL AGRICULTURE REFORM AND RISK MANAGEMENT ACT OF  
2013

PUBLIC LAW 113–79 (H.R. 2642/H.R. 1947)

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

*Summary*

H.R. 2642 provides for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018. H.R. 2642 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Coast Guard and Maritime Transportation; Economic Development, Public Buildings, and Emergency Management; Highways and Transit; and Railroads, Pipelines, and Hazardous Materials.

*Legislative Summary*

H.R. 1947 was introduced by Congressman Frank D. Lucas (R-OK) on May 13, 2013.

H.R. 1947 was considered on June 20, 2013, and failed on passage by recorded vote of 195 yeas to 234 nays (Roll No. 286).

H.R. 2642 was introduced by Congressman Frank D. Lucas (R-OK) on July 10, 2013. H.R. 2642 contains language similar to H.R. 1947.

H.R. 2642 passed the House by a rollcall vote of 216 yeas and 208 nays (Roll No. 353).

On July 16, 2013, H.R. 2642 was received in the Senate, read twice, and placed on the Senate Legislative Calendar.

On July 18, 2013, the Senate struck all after the Enacting Clause and substituted the language of S. 954 as amended. Subsequently, the Senate passed the measure by unanimous consent.

On October 11, 2013, Committee Chairman Bill Shuster wrote a letter to Speaker John A. Boehner requesting the appointment of conferees from the Committee on Transportation and Infrastructure.

On October 17, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Jeff Denham and Ranking Member Corrine Brown, wrote identical letters to House Committee on Agriculture Chairman Frank D. Lucas and Ranking Member Collin C. Peterson and Senate Committee on Agriculture, Nutrition, and Forestry Chairwoman Debbie Stabenow and Ranking Member Thad Cochran to express objection to section 6206 of the Senate Amendment to H.R. 2642.

On October 25, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter and Ranking Member John Garamendi, wrote identical letters to House Committee on Agriculture Chairman Frank D. Lucas and Ranking Member Collin C. Peterson and Senate Committee on Ag-

riculture, Nutrition, and Forestry Chairwoman Debbie Stabenow and Ranking Member Thad Cochran in support of the House-passed reauthorization of the Food for Peace Program in H.R. 2642.

On October 30, 2013, the House and Senate began formal conference committee meetings.

On January 27, 2014, H. Conf. Rept. 113–333 was filed.

On January 29, 2014, H. Conf. Rept. 113–333 was brought before the House for consideration under the provisions of H. Res. 465, and was agreed to by a vote of 251–166 (Roll No. 31).

On January 30, 2014, the conference report was considered in the Senate, and a motion for cloture was presented. Cloture on the conference report was invoked by the Senate by a vote of 72–22 (Roll No. 20) on February 3, 2014.

On February 4, 2014, the Senate agreed to the conference report by a vote of 68–32 (Roll No. 21).

H.R. 2642 was presented to the President on February 4, 2014, and signed on February 7, 2014, becoming Public Law 113–79.

TO REDESIGNATE THE RAILROAD STATION LOCATED AT 2955 MARKET STREET IN PHILADELPHIA, PENNSYLVANIA, COMMONLY KNOWN AS “30TH STREET STATION,” AS THE “WILLIAM H. GRAY III 30TH STREET STATION”

PUBLIC LAW 113–158 (H.R. 4838)

To redesignate the railroad station at 2955 Market Street in Philadelphia, Pennsylvania, the “William H. Gray III 30th Street Station”.

#### *Summary*

H.R. 4838 honors the life and legacy of Congressman William H. Gray and his commitment to serving the community of Philadelphia by renaming the railroad station on Market Street in Philadelphia in his honor.

#### *Legislative History*

On June 11, 2014, H.R. 4838 was introduced by Congressman Chaka Fattah (D—PA).

On July 28, 2014, H.R. 4838 was considered under suspension of the Rules and passed by voice vote.

On July 29, 2014, H.R. 4838 was received in the Senate, read twice, and referred to the Committee on Commerce, Science, and Transportation.

On July 31, 2014, H.R. 4838 passed the Senate by unanimous consent.

On August 4, 2014, H.R. 4838 was presented to the President. On August 8, 2014, the bill was signed becoming Public Law 113–158.

#### NORTHERN ROUTE APPROVAL ACT

PENDING IN THE SENATE (H.R. 3)

To approve the construction, operation, and maintenance of the Keystone XL pipeline, and for other purposes.

*Summary*

H.R. 3 gives TransCanada congressional approval to construct the Keystone XL pipeline, deeming a Presidential permit unnecessary for construction. The legislation also deems the final environmental impact statement issued by the Secretary of State on August 26, 2011, coupled with the Final Evaluation Report issued by the Nebraska Department of Environmental Quality in January 2013 and approved by the Nebraska governor, to satisfy all requirements of the National Environmental Policy Act of 1969, and of the National Historic Preservation Act. The bill also grants original jurisdiction to the United States Court of Appeals for the District of Columbia Circuit to determine specified issues (except for review by the Supreme Court on writ of certiorari).

*Legislative History*

H.R. 3 was introduced by Congressman Lee Terry (R-NE) on March 15, 2013.

On May 16, 2013, the Committee met in open session and ordered H.R. 3 reported as amended by the yeas and nays: 33–24.

On May 17, 2013, the Committee report H.R. 3 to the House (House Report 113–61, Part III) and placed on the Union Calendar (Calendar No. 40).

On May 22, 2013, H.R. 3 was considered under a rule (H. Res. 228) and the bill was agreed to by vote: 241–175–1 (Roll No. 179).

On June 3, 2013, H.R. 3 was read twice and placed on the Senate Legislative Calendar under General Orders, Calendar No. 81.

## TO APPROVE THE KEYSTONE XL PIPELINE

PENDING IN THE SENATE (H.R. 5682)

To approve the Keystone XL Pipeline.

*Summary*

H.R. 5682 authorizes TransCanada Keystone Pipeline, L.P. to construct, connect, operate, and maintain the pipeline and cross-border facilities specified in an application filed by TransCanada Corporation to the Department of State on May 4, 2012. The bill deems the Final Supplemental Environmental Impact Statement issued by the Secretary of State in January 2014 regarding the pipeline to fully satisfy the National Environmental Policy Act of 1969, and any law that requires federal agency consultation or review, including the Endangered Species Act of 1973, and it declares any applicable federal permit or authorization issued before enactment of this Act to remain in effect. H.R. 5682 also restricts any legal challenges of a federal agency action regarding the pipeline and related facilities to judicial review on direct appeal to the United States Court of Appeals for the District of Columbia Circuit. Finally, the bill declares that this Act does not alter any federal, state, or local process or condition in effect on the date of enactment of this Act that is necessary to secure access from an owner of private property to construct the pipeline and cross-border facilities.

*Legislative History*

On November 12, 2014, Congressman Bill Cassidy (R-LA) introduced H.R. 5682, and the bill was referred to the Committee on Transportation and Infrastructure, and to the Committees on Energy and Commerce, and Natural Resources.

H.R. 5682 was then considered under a closed rule (H. Res. 748) on November 13, 2014.

On November 14, 2014, H.R. 5682 passed by a vote of 252 yeas and 161 nays, with one voting present (Roll No. 519).

November 17, 2014, H.R. 5682 was received in the Senate.

## PASSENGER RAIL REFORM AND INVESTMENT ACT OF 2014

REPORTED BY COMMITTEE (H.R. 5449)

To reauthorize Federal support for passenger rail programs, and for other purposes.

*Summary*

H.R. 5449 authorizes the Nation's passenger rail programs, including the National Railroad Passenger Corporation (Amtrak), Amtrak Office of the Inspector General, and the Federal Railroad Administration's (FRA) loan and grant programs for rail infrastructure. H.R. 5449 fundamentally changes the authorization structure of Amtrak by providing funding by service or "lines of business," rather than the previous structure of providing separate grants for operations, capital, and debt services. The bill also makes reforms to Amtrak's operations, budgeting, and planning, and allows for more private sector participation in stations, rights-of-way, and operations. H.R. 5449 makes further changes to intercity passenger rail policy administered by FRA, including revisions to grant for operations, and capital and debt service activities. The bill also makes reforms in the delivery process for projects, to ensure better oversight and accelerate infrastructure projects.

*Legislative History*

On September 11, 2014, H.R. 5449 was introduced by Congressman Bill Shuster (R-PA).

On September 17, 2014, the Committee met in open session and ordered the bill reported favorably to the House by voice vote. No amendments were offered.

On December 1, 2014, H.R. 5449 was reported to the House (House Report 113-629) and placed on the Union Calendar (Calendar No. 469).

**Oversight Activities**

## HEARINGS AND ROUNDTABLES

## FREIGHT AND PASSENGER RAIL IN AMERICA'S TRANSPORTATION SYSTEM

On March 5, 2013, the Subcommittee held a hearing entitled "Freight and Passenger Rail in America's Transportation System." The purpose of the hearing was to discuss the role of railroads in America's transportation network and explore the importance of railroads to the American economy. The Subcommittee received



testimony from the States for Passenger Rail Coalition, the American Association of State Highway and Transportation Officials (AASHTO) the High-Speed and Intercity Passenger Rail Leadership Group, the Secretary of Transportation for Washington State, the Association of American Railroads, the United Transportation Union, and Amtrak.

#### AMTRAK'S FISCAL YEAR 2014 BUDGET: THE STARTING POINT FOR REAUTHORIZATION

On April 11, 2013, the Subcommittee held a hearing on Amtrak's grant request for fiscal year 2014, and how it relates to Amtrak's on-going reorganization and the upcoming reauthorization of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA; P.L. 110-432). In addition, the Subcommittee discussed the administration's past proposals for intercity passenger rail activities. The Subcommittee heard testimony from Amtrak, and FRA.

#### UNDERSTANDING THE COST DRIVERS OF PASSENGER RAIL

On May 21, 2013, the Subcommittee held a hearing to discuss Amtrak's recent financial performance by service type and overall trends in labor, fuel, and operational costs. The purpose of this hearing was to explore how Amtrak spends its federal funds and how it runs as a business. Additionally, the Subcommittee discussed the administration's past proposals for intercity passenger rail activities. The Subcommittee heard testimony from Amtrak, the Brookings Institution, the Capitol Corridor Joint Powers Authority, and the National Association of Railroad Passengers.

#### FIELD HEARING: OVERSIGHT OF CALIFORNIA HIGH-SPEED RAIL

On May 28, 2013, the Subcommittee held a hearing in Madera, California, to obtain a status update of the California High-Speed Rail Project, its cost, completion dates, and community concerns. The Subcommittee heard testimony from the California High-Speed Rail Authority, Preserve Our Heritage, the Kings County Board of Supervisors, the Madera County Farm Bureau, the Peer Review Group for the California High-Speed Rail Project, and the Greater Fresno Area Chamber of Commerce.

#### NORTHEAST CORRIDOR ROLLING ROUNDTABLE

On June 6, 2013, the Subcommittee hosted a roundtable on an Amtrak train to New York, New York, to assess and discuss the importance of the Northeast Corridor (NEC) to the states it serves. The NEC is 437 miles of rail line extending from Washington, D.C., to Boston, Massachusetts. The NEC carries 153 daily Amtrak trains, over 2,000 commuter trains, and 70 freight trains. It is the most valuable and heavily traveled piece of Amtrak's network. Participants in the "Rolling Roundtable" included representatives from NEC state departments of transportation, and Members of Congress.

#### NEW YORK CITY FIELD HEARING: THE IMPORTANCE OF THE NORTHEAST CORRIDOR

On June 7, 2013, the Subcommittee held a hearing in New York, New York, to assess and discuss the importance of the NEC to rail

transportation. As Amtrak's most profitable route, the NEC and its ridership provide an economically viable opportunity for future infrastructure investment and improvement. The Subcommittee heard testimony from Amtrak, the New York State Department of Transportation, the Regional Plan Association, and an academic.

ROUNDTABLE: CHICAGO CREATE: PASSENGER AND FREIGHT RAIL  
SYNERGIES

On June 10, 2013, the Subcommittee held a roundtable discussion in Chicago, Illinois. The purpose of the roundtable was to obtain information on the Chicago Region Environmental and Transportation Efficiency Program (CREATE), established ten years ago as a public-private partnership between the Chicago Department of Transportation, the Illinois Department of Transportation, freight railroads, DOT, Metra, and Amtrak to help mitigate the rail-related congestion in the Chicago region. Participants included Metra, the Chicago Department of Transportation, the Association of American Railroads (AAR), the Illinois Chamber of Commerce, and the United Transportation Union.

ROUNDTABLE: IMPACT OF RAIL IN ILLINOIS

On June 11, 2013, the Subcommittee held a roundtable discussion in Springfield, Illinois. The rail industry in Illinois has grown from a 59-mile route connecting Meredosia and Springfield in 1842 to 7,400 miles of track serving passengers and the manufacturing, warehousing/distribution, agricultural, and energy industries in the state. This constitutes the second largest rail system in the United States, and is the only state in which all seven Class I railroads operate. Participants in the roundtable included representatives from the city of Springfield, the city of Decatur, the Sangamon County Board, the city of Champaign, the River Bend Growth Association, the Archer Daniels Midland Company, the Illinois Department of Transportation, the Indiana Railroad Company, the University of Illinois, the Midwest Interstate Passenger Rail Commission, and Champaign County First.

NATIONAL RAIL POLICY: EXAMINING GOALS, OBJECTIVES, AND  
RESPONSIBILITIES

On June 27, 2013, the Subcommittee held a hearing entitled, "National Rail Policy: Examining Goals, Objectives, and Responsibilities. The purpose of the hearing was to discuss with stakeholders major issues and objectives that could be included or instrumental in a future rail bill. The Subcommittee heard testimony from the FRA, the American Public Transportation Association (APTA), AAR, AASHTO, and the Brotherhood of Locomotive Engineers and Trainmen.

THE ROLE OF INNOVATIVE FINANCE IN INTERCITY PASSENGER RAIL

On July 9, 2013, the Subcommittee held a hearing entitled "The Role of Innovative Finance in Intercity Passenger Rail." The purpose of this hearing was to receive testimony related to the role of innovative financing tools to advance intercity passenger rail projects. At the hearing, the Subcommittee heard from representa-

tives of DOT, Union Station Redevelopment Corporation, Parallel Infrastructure, and Reconnecting America.

#### A REVIEW OF THE CHALLENGES FACING CALIFORNIA HIGH-SPEED RAIL

On January 15, 2014, the Subcommittee held a hearing regarding the status of the California High-Speed Rail Project. The project is the largest in the High-Speed Intercity Passenger Rail program administered by FRA. The Subcommittee received testimony from representatives of the California High-Speed Rail Authority, FRA, and the Congressional Research Service.

#### OVERSIGHT OF PASSENGER AND FREIGHT RAIL SAFETY

On February 26, 2014, the Subcommittee held a hearing on issues related to passenger and freight rail safety. The Subcommittee received testimony from FRA, the Pipeline and Hazardous Materials Safety Administration (PHMSA), the National Transportation Safety Board, AAR, the American Petroleum Institute, APTA, and the Brotherhood of Locomotive Engineers and Trainmen regarding their efforts to maintain safe railroad transportation.

#### EXAMINING ISSUES FOR HAZARDOUS MATERIALS REAUTHORIZATION

On April 2, 2014, the Subcommittee held a hearing on issues related to the reauthorization of PHMSA's hazardous materials safety program. Division C, Title III of the Moving Ahead for Progress in the 21st Century Act (MAP-21; P.L. 112-141) last authorized PHMSA's hazardous materials safety program. The Subcommittee received testimony from PHMSA, the American Trucking Association, the American Chemistry Council, the American Pyrotechnics Association, and the International Association of Fire Fighters on the progress on implementing MAP-21.

#### A REVIEW OF THE PIPELINE SAFETY, REGULATORY CERTAINTY, AND JOB CREATION ACT OF 2011

On May 20, 2014, the Subcommittee held a hearing on PHMSA's pipeline safety program. The pipeline safety program administered by PHMSA is currently authorized by the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (P.L. 112-90), which expires on September 30, 2015. The Subcommittee received testimony from PHMSA, the Association of Oil Pipe Lines, the Interstate Natural Gas Association of America, the American Gas Association, and the Pipeline Safety Trust on PHMSA's progress in implementing the 2011 Act.

#### OVERSIGHT LETTERS

##### CALIFORNIA HIGH-SPEED RAIL

On February 22, 2013, Subcommittee Chairman Jeff Denham wrote a letter addressed to the Surface Transportation Board (STB) regarding the California High-Speed Rail Authority's (Authority) planned construction of a passenger rail line to connect the San Francisco Transbay Terminal to Los Angeles Union Station (project). Given that the STB has authority under the Interstate Commerce Act to approve the construction and operation of rail

lines that cross state borders, the Authority never sought a determination by the STB regarding its proposed project which would eventually connect to Amtrak routes. Chairman Denham asked STB to take all reasonable action to ensure that the Authority complies with the Interstate Commerce Act. Chairman Denham sent two similar letters on the same date to the California High-Speed Rail Authority and the FRA, respectively, with a similar request, stating the Authority should take all steps necessary to clarify whether the Board has jurisdiction over the project and construction activities. Subsequently, the Authority went to the STB for determination and the STB granted it authority within the necessary timeframe for construction.

On November 26, 2013, Subcommittee Chairman Jeff Denham and Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development and Related Agencies Chairman Tom Latham sent a letter to Comptroller General Gene L. Dodaro related to concerns over litigation in California implying that the California High-Speed Rail Project would not be able to use state bonds to finance its construction. The Chairmen asked the GAO to investigate whether the Authority was currently violating or on the verge of violating its grant agreements with the federal government by failing to supply a match to federal funds. The letter also requested that GAO look at the expenditure of grant funds by the FRA and the responsibility of the FRA to re-evaluate the grant agreement in light of recent events. The GAO expects to issue a legal opinion on this issue in 2015.

On December 3, 2013, Subcommittee Chairman Jeff Denham wrote a letter addressed to the DOT Office of Inspector General requesting an audit of the FRA's policies and procedures for negotiating and amending High-Speed and Intercity Passenger Rail (HSIPR) grant agreements and FRA's oversight procedures for ensuring HSIPR grant agreement terms are met. Chairman Denham's request was spurred by California state court decisions that called into question the availability of state matching funds for the \$3.9 billion in HSIPR grants provided to the California High-Speed Rail Project. FRA amended its grant agreement to allow the expenditure of federal funds in advance of state matching funds. The audit is underway.

#### POSITIVE TRAIN CONTROL

On August 8, 2013, Committee Chairman Bill Shuster and Subcommittee Chairman Jeff Denham along with Committee on Energy and Commerce Chairman Fred Upton and Subcommittee on Communications and Technology Chairman Greg Walden wrote letter the FCC raising concerns about delays to the installation of communication towers due to the FCC's environmental and historic preservation review process. The members noted that the Rail Safety Improvement Act of 2008 (RSIA) requires the installation of positive train control (PTC) throughout the country by the end of 2015, and urged the FCC to move expeditiously to put a process in place to facilitate the timely deployment of PTC. The letter also requested periodic updates from the Acting Chairwoman Clyburn or her staff regarding the Commission's involvement with PTC implementation.

## FREIGHT RAIL REGULATIONS

On March 14, 2014, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Jeff Denham and Ranking Member Corrine Brown, wrote a letter to Chairman Daniel R. Elliott III and then-Vice Chairman Ann D. Begeman at the STB regarding proposed changes to the competitive switching regulations for freight railroads. The letter explained that the Committee would oppose any changes to the freight railroad regulations that would decrease the railroads' efficiency and ability to invest in their networks.

## LONG ISLAND RAIL ROAD LABOR DISPUTE

On July 11, 2014, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee Chairman Jeff Denham and Ranking Member Corrine Brown, wrote identical letters addressed to the Long Island Rail Road (LIRR) leadership and the leadership of the LIRR's seven labor unions to inform them that there should be no expectation that Congress would step in to resolve their ongoing labor dispute and that the parties should work toward a mutual agreement.

## HEARINGS HELD

Hearing entitled "Freight and Passenger Rail in America's Transportation System" (March 5, 2013) Committee Serial Number 113-4

Hearing entitled "Amtrak's Fiscal Year 2014 Budget: The Starting Point for Reauthorization" (April 11, 2013) Committee Serial Number 113-8

Hearing entitled "Understanding the Cost Drivers of Passenger Rail" (May 21, 2013) Committee Serial Number 113-17

Field hearing entitled "Oversight of California High-Speed Rail" (May 28, 2013) Committee Serial Number 113-20

Field hearing entitled "The Importance of the Northeast Corridor" (June 7, 2013) Committee Serial Number 113-23

Hearing entitled "National Rail Policy: Examining Goals, Objectives, and Responsibilities" (June 27, 2013) Committee Serial Number 113-28

Hearing entitled "The Role of Innovative Finance in Intercity Passenger Rail" (July 9, 2013) Committee Serial Number 113-29

Hearing entitled "A Review of the Challenges Facing California High-Speed Rail" (January 15, 2014) Committee Serial Number 113-49

Hearing entitled "Oversight of Passenger and Freight Rail Safety" (February 26, 2014) Committee Serial Number 113-54

Hearing entitled "Examining Issues for Hazardous Materials Reauthorization" (April 2, 2014) Committee Serial Number 113-63

Hearing entitled "A Review of the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011" (May 20, 2014) Committee Serial Number 113-70

**SUBCOMMITTEE ON WATER RESOURCES AND  
ENVIRONMENT**

**U.S. HOUSE OF REPRESENTATIVES**

**113TH CONGRESS**

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DAVID W. JOLLY, Florida	
BILL SHUSTER, Pennsylvania	
<i>(ex officio)</i>	

**Legislative Activities**

**FEDERAL AGRICULTURE REFORM AND RISK MANAGEMENT ACT OF  
2013**

PUBLIC LAW 113–79 (H.R. 2642/H.R. 1947)

To provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes.

*Summary*

H.R. 2642 provides for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018. H.R. 2642 contains provisions within the jurisdiction of the Committee on Transportation and Infrastructure. Specifically, provisions within the bill impact the jurisdiction of the Subcommittees on Coast Guard and Maritime Transportation; Economic Development, Public Buildings, and Emergency Management; Highways and Transit; and Railroads, Pipelines, and Hazardous Materials.

*Legislative Summary*

H.R. 1947 was introduced by Congressman Frank D. Lucas (R-OK) on May 13, 2013.

H.R. 1947 was considered on June 20, 2013, and failed on passage by recorded vote of 195 yeas to 234 nays (Roll No. 286).

H.R. 2642 was introduced by Congressman Frank D. Lucas (R-OK) on July 10, 2013. H.R. 2642 contains language similar to H.R. 1947.

H.R. 2642 passed the House by a rollcall vote of 216 yeas and 208 nays (Roll No. 353).

On July 16, 2013, H.R. 2642 was received in the Senate, read twice, and placed on the Senate Legislative Calendar.

On July 18, 2013, the Senate struck all after the Enacting Clause and substituted the language of S. 954 as amended. Subsequently, the Senate passed the measure by unanimous consent.

On October 11, 2013, Committee Chairman Bill Shuster wrote a letter to Speaker John A. Boehner requesting the appointment of conferees from the Committee on Transportation and Infrastructure.

On October 17, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham and Ranking Member Corrine Brown, wrote identical letters to House Committee on Agriculture Chairman Frank D. Lucas and Ranking Member Collin C. Peterson and Senate Committee on Agriculture, Nutrition, and Forestry Chairwoman Debbie Stabenow and Ranking Member Thad Cochran to express objection to section 6206 of the Senate Amendment to H.R. 2642.

On October 25, 2013, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, and Subcommittee on Coast Guard and Maritime Transportation Chairman Duncan Hunter and Ranking Member John Garamendi, wrote identical letters to House Committee on Agriculture Chairman Frank D. Lucas and Ranking Member Collin C. Peterson and Senate Committee on Agriculture, Nutrition, and Forestry Chairwoman Debbie Stabenow and Ranking Member Thad Cochran in support of the House-passed reauthorization of the Food for Peace Program in H.R. 2642.

On October 30, 2013, the House and Senate began formal conference committee meetings.

On January 27, 2014, H. Conf. Rept. 113–333 was filed.

On January 29, 2014, H. Conf. Rept. 113–333 was brought before the House for consideration under the provisions of H. Res. 465, and was agreed to by a vote of 251–166 (Roll No. 31).

On January 30, 2014, the conference report was considered in the Senate, and a motion for cloture was presented. Cloture on the conference report was invoked by the Senate by a vote of 72–22 (Roll No. 20) on February 3, 2014.

On February 4, 2014, the Senate agreed to the conference report by a vote of 68–32 (Roll No. 21).

H.R. 2642 was presented to the President on February 4, 2014, and signed on February 7, 2014, becoming Public Law 113–79.

## WATER RESOURCES REFORM AND DEVELOPMENT ACT OF 2013

PUBLIC LAW 113–121 (H.R. 3080)

To provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes.

### *Summary*

This legislation will authorize water infrastructure projects to be carried out by the Army Corps of Engineers (Corps) to improve ports, harbors, inland waterways, flood risk management, and envi-

ronment restoration. H.R. 3080 will also reform the process by which the Corps conducts project review and environmental studies, as well as expand the ability of non-federal interests to contribute funds to authorized studies and projects.

#### *Legislative History*

H.R. 3080 was introduced by Congressman Bill Shuster (R-PA) on September 11, 2013, and referred to the Committee on Transportation and Infrastructure, Committee on the Budget, Committee on Ways and Means, and Committee on Natural Resources.

On September 19, 2013, the Committee met in open session and ordered H.R. 3080 favorably reported to the House, as amended, by voice vote.

On October 21, 2013, H.R. 3080 was reported as amended by the Committee (House Report 113–246, Part 1) and placed on the Union Calendar (Calendar No. 174).

On October 23, 2013, H.R. 3080 was considered pursuant to the provisions of H. Res. 385, and the bill was passed by a vote of 417 yeas and 3 nays (Roll No. 560).

On October 28, 2013, H.R. 3080 was received in the Senate, read twice, and placed on the Senate Legislative Calendar under General Orders (Calendar No. 224).

On October 31, 2013, the Senate considered H.R. 3080 by unanimous consent. The Senate insisted on its amendment (the text of S. 601 as passed by the Senate on May 15, 2013), requested a conference and appointed conferees.

On November 14, 2013, the House disagreed with the Senate amendment, and agreed to a conference. On the same day, the Speaker appointed conferees. From the Committee on Transportation and Infrastructure: Shuster, Duncan of Tennessee, LoBiondo, Graves of Missouri, Capito, Miller of Michigan, Hunter, Bucshon, Gibbs, Hanna, Webster of Florida, Rice of South Carolina, Mullin, Rodney Davis of Illinois, Rahall, DeFazio, Brown of Florida, Eddie Bernice Johnson of Texas, Bishop of New York, Edwards, Garamendi, Hahn, Nolan, Frankel of Florida, and Bustos.

From the Committee on Natural Resources: Hastings of Washington, Bishop of Utah, and Napolitano.

On November 20, 2013, the House and Senate held a formal conference meeting.

On May 15, 2014, H. Conf. Rept. 113–449 was filed.

On May 20, 2014, the motion to suspend the rules and agree to the conference report was agreed to by a vote of 412–4 (Roll No. 220).

On May 22, 2014, the Senate agreed to the conference report by a vote of 91–7 (Roll No. 163).

H.R. 3080 was presented to the President on June 3, 2014, and signed on June 10, 2014, becoming Public Law 113–121.

TO APPROVE THE TRANSFER OF YELLOW CREEK PORT PROPERTIES IN IUKA, MISSISSIPPI

PUBLIC LAW 113–248 (H.R. 3044)

To approve the transfer of Yellow Creek Port properties in Iuka, Mississippi.



### *Summary*

H.R. 3044 would execute the conveyance of the approximately 173 acres from Tennessee Valley Authority (TVA) to the State of Mississippi. Under a law enacted by the state in 2011, Mississippi is authorized to acquire the property if environmental assessments determine that the property is clear of any contaminants or pollutants. Since the recipient of the property is the state of Mississippi, and the property is intended to remain for a public purpose, similar to Corps conveyances, these types of conveyances are carried out at no cost to the recipient. While TVA would incur some administrative and other expenses to implement the conveyance, the agency is supportive of the legislation. Although some spending may occur if the environmental assessments identify a need for remedial action, TVA anticipates that any such costs would be negligible and could occur under current law. TVA does place reversionary interest clauses in transfers and sales to ensure that those uses specified by Congress in the TVA Act are carried out. TVA retains the right to re-enter and take possession of the property if the use conditions are breached.

### *Legislative History*

H.R. 3044 was introduced on August 2, 2013, by Congressman Alan Nunnelee (R-MS).

On July 16, 2014, the Committee met in open session and ordered H.R. 3044 favorably reported by voice vote.

On July 24, 2014, H.R. 3044 was reported to the House (H. Rep. 113-553) and placed on the Union Calendar (Calendar No. 413).

On September 15, 2014, H.R. 3044 was considered under suspension of the Rules and passed, by a voice vote.

On September 16, 2014, H.R. 3044 was received in the Senate, read twice, and referred to the Committee on Environment and Public Works.

On December 11, 2014, H.R. 3044 passed Senate by unanimous consent.

On December 12, 2014, H.R. 3044 was presented to the President. On December 18, 2014, the bill was signed becoming Public Law 113-248.

### CHESAPEAKE BAY ACCOUNTABILITY AND RECOVERY ACT OF 2013.

PUBLIC LAW 113-273 (S. 1000)

To require the Director of the Office of Management and Budget to prepare a crosscut budget for restoration activities in the Chesapeake Bay watershed, and for other purposes.

### *Summary*

A number of federal agencies are involved in restoration activities around the Chesapeake Bay, including the EPA, the Corps, NOAA, Fish and Wildlife Service, National Park Service, U.S. Geological Survey, and the Department of Agriculture. The federal, as well as state, Chesapeake Bay restoration programs lack a single comprehensive reporting system for the funding of these activities. S. 1000 brings much needed transparency and accountability to ensure that both federal and state restoration funds are producing positive results. S. 1000 requires the submission of a cross-cutting

budget representing all agencies of jurisdiction, and the appointment of an independent evaluator responsible for reviewing restoration activities and reporting to Congress.

#### *Legislative History*

On May 21, 2013, S. 1000 was introduced by Senator Mark R. Warner (D-VA).

On December 2, 2014, S. 1000 passed the Senate, with an amendment, by unanimous consent. On the same day the bill was received by the House and was held at the desk.

On December 9, 2014, S. 1000 was considered under suspension of the Rules.

On December 10, 2014, S. 1000 passed by a vote of 416–0 (Roll No. 555).

On December 12, 2014, S. 1000 was presented to the President. On December 18, 2014, the bill was signed becoming Public Law 113–273.

### NORTHERN ROUTE APPROVAL ACT

PENDING IN THE SENATE (H.R. 3)

To amend title 40, United States Code, to improve the functioning and management of the Public Buildings Service. H.R. 3 gives TransCanada congressional approval to construct the Keystone XL pipeline.

#### *Summary*

H.R. 3 requires the Secretary of the Army to issue, within 90 days of the receipt of an application, the permits under section 404 of the Clean Water Act (CWA) and section 10 of the Rivers and Harbors Act which are necessary for construction, operation, and maintenance of the pipeline. The bill also authorizes the Secretary to waive procedural requirements of law or regulation in order to issue these permits, and restricts the Administrator of EPA from prohibiting or restricting an activity or use of an area that is authorized by the permits. The bill deems these permits issued, if the Secretary of the Army does not issue such permits within the required timeframe. The legislation also deems the final environmental impact statement issued by the Secretary of State on August 26, 2011, coupled with the Final Evaluation Report issued by the Nebraska Department of Environmental Quality in January 2013 and approved by the Nebraska governor, to satisfy all requirements of the National Environmental Policy Act of 1969, and of the National Historic Preservation Act. The bill also grants original jurisdiction to the United States Court of Appeals for the District of Columbia Circuit to determine specified issues (except for review by the Supreme Court on writ of certiorari).

#### *Legislative History*

H.R. 3 was introduced by Congressman Lee Terry (R-NE) on March 15, 2013.

On May 16, 2013, the Committee met in open session and ordered H.R. 3 reported as amended by the yeas and nays: 33–24.

On May 17, 2013, the Committee report H.R. 3 to the House (House Report 113–61, Part III) and placed on the Union Calendar (Calendar No. 40).

On May 22, 2013, H.R. 3 was considered under a rule (H. Res. 228) and the bill was agreed to by vote: 241–175–1 (Roll No. 179).

On June 3, 2013, H.R. 3 was read twice and placed on the Senate Legislative Calendar under General Orders, Calendar No. 81.

#### REDUCING REGULATORY BURDENS ACT OF 2013

PENDING IN THE SENATE (H.R. 935)

To amend the Federal Insecticide, Fungicide, and Rodenticide Act and the Federal Water Pollution Control Act to clarify congressional intent regarding the regulation of the use of pesticides in or near navigable waters, and for other purposes.

##### *Summary*

H.R. 935 amends the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Federal Water Pollution Control Act to prohibit the EPA or state agencies from requiring a permit to discharge pesticides that have already been approved for sale and use under FIFRA into navigable waters. Pesticide discharges in violation of FIFRA and stormwater, manufacturing, or industrial effluent discharges regulated under the National Pollutant Discharge Elimination System are exempted from that prohibition.

##### *Legislative History*

H.R. 935 was introduced by Congressman Bob Gibbs (R–OH) on March 4, 2013, and was referred to the Committees on Transportation and Infrastructure and the Committee on Agriculture.

On October 29, 2013, the Committee met in open session and ordered H.R. 935 reported by voice vote.

On June 2, 2014, H.R. 935 was reported to the House (House Report 113–467, Part I) and the bill was placed on the Union Calendar, (Calendar No. 346).

On July 28, 2014, the House considered H.R. 935 under suspension of the Rules. The bill failed to pass with the two-thirds vote required.

On July 30, 2014, H.R. 935 was considered by the House pursuant to a rule (H. Res. 694).

On July 31, 2014, H.R. 935 passed the House by a vote of 267–161 (Roll No. 470).

On August 1, 2014, H.R. 935 was received in the Senate, read twice, and referred to the Senate Committee on Environment and Public Works.

#### WATERS OF THE UNITED STATES REGULATORY OVERREACH PROTECTION ACT OF 2014

PENDING IN THE SENATE (H.R. 5078)

To preserve existing rights and responsibilities with respect to waters of the United States, and for other purposes.

### *Summary*

The purpose of H.R. 5078 is to uphold the federal-state partnership to regulate the Nation's waters by preserving existing rights and responsibilities with respect to "waters of the United States" (WOTUS) under the Clean Water Act (CWA). H.R. 5078 restricts the EPA and the Corps current administrative efforts to modify federal regulations defining the scope of jurisdiction under the CWA (i.e., the proposed rule published in the Federal Register entitled "Definition of 'Waters of the United States' under the Clean Water Act" (79 Fed. Reg. 22188 (April 21, 2014)) and requires the agencies to engage in a federalism consultation with their partners in implementing the CWA. The bill prohibits the agencies from developing, finalizing, adopting, implementing, applying, administering, or enforcing: (1) the agencies' April 21, 2014 proposed jurisdiction rule, or using the rule as a basis for future administrative actions that would modify the scope of the CWA; (2) February 17, 2012 proposed guidance that would provide an administration interpretation on the scope of waters covered by the CWA; and (3) the agencies' interpretive rule that pertains to the current statutory exemption from CWA section 404 permitting for certain agricultural conservation practices. H.R. 5078 also requires the agencies to: (1) jointly consult with relevant state and local officials to formulate recommendations for a consensus regulatory proposal, consistent with the applicable rulings of the Supreme Court, that would identify the scope of waters to be covered under the CWA, and those waters to be reserved for the states to determine how to regulate; (2) prepare a draft report describing the recommendations for a consensus regulatory proposal developed as a result of the consultation with relevant state and local officials, and publish the draft report in the Federal Register for public review and comment; and (3) prepare and submit to Congress a final report describing the recommendations for a consensus regulatory proposal, based on the consultation with relevant state and local officials and the public review of the draft report.

### *Legislative History*

On June 11, 2014, the Subcommittee on Water Resources and Environment held a hearing on the potential impacts of proposed changes to the CWA jurisdictional rule.

On July 11, 2014, H.R. 5078 was introduced by Congressman Steve Southerland, II (R-FL).

On July 16, 2014, the Committee met in open session and ordered H.R. 5078 favorably reported by voice vote.

On July 31, 2014, the Committee reported to the house H.R. 5078 (H. Rept. 113-568). The bill was placed on the Union Calendar (Calendar No. 422).

On September 9, 2014, H.R. 5078 was considered by the House pursuant to Rule (H. Res. 715) and passed, by a vote of 262-152 (Roll No. 489).

On September 10, 2014, H.R. 5078 was received in the Senate and read the first time. On September 11, 2014, H.R. 5078 read twice, and placed on the Senate Legislative Calendar under General Orders (Calendar No. 559).

TO REAUTHORIZE THE NATIONAL ESTUARY PROGRAMS, AND FOR  
OTHER PURPOSES

PENDING IN THE SENATE (H.R. 5266)

To reauthorize the National Estuary Programs, and for other purposes.

*Summary*

H.R. 5266 amends section 320 of the CWA to allocate a portion of eligible NEP program funds for competitive awards to states, interstate, and regional water pollution control agencies and entities, state coastal zone management agencies, interstate agencies, other public or nonprofit private agencies, institutions, organizations, and individuals. The EPA Administrator is to solicit applications for awards, and select award recipients that are best able to address urgent and challenging issues that threaten the water quality, ecological, and economic well-being of coastal areas, including algal blooms, hypoxia, invasive exotic species, and flooding. H.R. 5266 also directs more funds to the individual estuaries in the program. The bill achieves this by reducing the amount of discretionary funds made available to EPA. The bill reauthorizes section 320 of the CWA through 2018, at an amount of \$27 million a year.

*Legislative History*

On July 30, 2014, H.R. 5266 was introduced by Congressman Frank A. LoBiondo (R-NJ).

On September 17, 2014, the Committee met in open session and ordered the H.R. 5266 reported favorably to the House by voice vote.

On November 12, 2014 the Committee reported H.R. 5266, as amended, to the House (House Report. No. 113–612). On the same day H.R. 5266 was considered under suspension of the Rules and passed, by a voice vote.

On November 13, 2014, H.R. 5266 was received in the Senate.

GREAT LAKES RESTORATION INITIATIVE ACT OF 2014

PENDING IN THE SENATE (H.R. 5764)

To authorize the Great Lakes Restoration Initiative, and for other purposes.

*Summary*

H.R. 5764 amends the Great Lakes program provisions under section 118 of the CWA to formally authorize the Great Lakes Restoration Initiative (Initiative) for five years to carry out projects and activities for Great Lakes protection and restoration. Under the Initiative, the EPA is to collaborate with other Federal partners, including the Great Lakes Interagency Task Force, to select the best combination of programs and projects for Great Lakes protection and restoration using appropriate principles and criteria. Included in this criteria is whether a program or project provides the ability to timely achieve strategic and measurable environmental outcomes that implement the Great Lakes Action Plan and the Great Lakes Water Quality Agreement, improve interagency and inter-organizational coordination and collaboration to reduce

duplication and streamline efforts, and leverage resources with other Federal and non-Federal partners.

The Initiative is to prioritize programs and projects carried out in coordination with non-Federal partners and programs and projects that address priority issues and areas each fiscal year. The bill authorizes the Initiative for each of fiscal years 2015 through 2019, at an amount of \$300 million a year, which is consistent with recent appropriations for the Initiative.

#### *Legislative History*

H.R. 5764 was introduced by Congressman David P. Joyce (R-OH) on November 20, 2014.

On December 9, 2014, H.R. 5764 was considered under suspension of the Rules and passed, by a voice vote.

On December 10, 2014, H.R. 5764 was received in the Senate.

#### FARMERS UNDERTAKE ENVIRONMENTAL LAND STEWARDSHIP ACT

REPORTED BY COMMITTEE (H.R. 311)

To direct the Administrator of the Environmental Protection Agency to change the Spill Prevention, Control, and Countermeasure rule with respect to certain farms.

#### *Summary*

This legislation reforms the way the EPA implements the Spill Prevention, Control, and Countermeasure rule with respect to farms. Farms with an aboveground storage capacity greater than 10,000 gallons, an aggregate aboveground storage capacity of at least 42,000 gallons, or a history that includes a spill must be certified as being in compliance by either a professional engineer with the farm or by the owner or operator of the farm. It also directs the EPA to exempt any farm with an aggregate aboveground storage capacity of 10,000 gallons or less and no history of spills from the certification requirement.

#### *Legislative History*

H.R. 311 was introduced by Congressman Eric A. “Rick” Crawford (R-AR) on January 1, 2013.

On October 29, 2013, the Committee met in open session and ordered H.R. 311 reported by voice vote.

On March 6, 2014, H.R. 311 was reported to the House (House Report 113-375) and placed on the Union Calendar (Calendar No. 279).

On March 11, 2014, H.R. 311 was considered under suspension of the Rules and the bill passed by voice vote.

March 12, 2014, H.R. 311 was received in the Senate, read twice and referred to the Senate Committee on Environment and Public Works.

## SILVICULTURE REGULATORY CONSISTENCY ACT OF 2013

REPORTED BY COMMITTEE (H.R. 2026)

ENACTED INTO LAW AS PART OF THE AGRICULTURE ACT OF 2014  
(PUBLIC LAW 113–79)

To amend the Federal Water Pollution Control Act to exempt certain silvicultural activities from national pollutant discharge elimination system permitting requirements, and for other purposes.

*Summary*

H.R. 2026 amends the Federal Water Pollution Control Act to prohibit the EPA from requiring a permit for stormwater discharge resulting from certain silvicultural activities. It does not, however, exempt the discharge of dredged fill material into navigable waters from the existing permitting process.

*Legislative History*

H.R. 2026 was introduced by Congresswoman Jaime Herrera Beutler (R–WA) on May 16, 2013.

On October 29, 2013, the Committee met in open session and ordered H.R. 2026 reported by voice vote.

On November 12, 2014, H.R. 2026 was reported to the House to the House (H. Rept. 113–607) and placed on the Union Calendar (Calendar No. 452).

H.R. 2026 was inserted into the Agricultural Act of 2014, H.R. 2642.

On January 29, 2014, the Agricultural Act of 2014 was considered and passed by the yeas and nays vote of 251–166 (Roll No. 31).

On February 4, 2014, the Senate agreed upon the Agricultural Act of 2014 by a vote of 68–32 (Roll No. 21).

On February 7, 2014, the President signed the Agriculture Act of 2014 becoming Public Law 113–79.

TO REDESIGNATE THE LOCK AND DAM LOCATED IN MODOC, ILLINOIS, COMMONLY KNOWN AS THE KASKASKIA LOCK AND DAM, AS THE “JERRY F. COSTELLO LOCK AND DAM,” AND FOR OTHER PURPOSES

REPORTED BY COMMITTEE (H.R. 3678)

ENACTED INTO LAW AS PART OF WATER RESOURCES REFORM AND  
DEVELOPMENT ACT OF 2014 (P.L. 113–121)

To redesignate the lock and dam located in Modoc, Illinois, commonly known as the Kaskaskia Lock and Dam, as the “Jerry F. Costello Lock and Dam”, and for other purposes.

*Summary*

H.R. 3678 re-designates the lock and dam located in Modoc, Illinois, commonly known as the Kaskaskia Lock and Dam, as the “Jerry F. Costello Lock and Dam”, and for other purposes.

*Legislative History*

H.R. 3678 was introduced by Congressman William L. Enyart (D–IL) on December 9, 2013.

On March 13, 2014, the Committee met in open session to consider H.R. 3678, and ordered the bill reported favorably to the House by voice vote.

On November 12, 2014, H.R. 3678 was reported to the House (House Report 113–608).

H.R. 3678 was incorporated into the final text of H.R. 3080. On May 5, 2014, the conference report on H.R. 3080 was filed (House Report 113–449).

On May 20, 2014, the House agreed to the conference report by a vote of 412–4 (Roll No. 220).

On May 22, 2014, the conference report was agreed to in the Senate by a vote of 91–7 (Roll No. 163).

H.R. 3080 was presented to the President on June 3, 2013, and the President signed the bill into law on June 10, 2013 becoming Public Law 113–121.

TO AMEND THE FEDERAL WATER POLLUTION CONTROL ACT TO  
CLARIFY THAT THE ADMINISTRATOR OF THE ENVIRONMENTAL PRO-  
TECTION AGENCY DOES NOT HAVE THE AUTHORITY TO DISAPPROVE  
A PERMIT AFTER IT HAS BEEN ISSUED BY THE SECRETARY OF THE  
ARMY UNDER SECTION 404 OF SUCH ACT

REPORTED BY COMMITTEE (H.R. 524)

To amend the Federal Water Pollution Control Act to provide that the Administrator of the Environmental Protection Agency does not have the authority to disapprove a permit after it has been issued by the Secretary of the Army under section 404 of such Act.

*Summary*

H.R. 524 amends section 404(c) of the CWA to provide that the EPA does not have the authority to disapprove and revoke a permit under CWA section 404 once the Corps has issued the permit. H.R. 524 authorizes the EPA to restrict or deny the use of a particular disposal site only until such time as the Corps has issued a permit for such site.

*Legislative History*

H.R. 524 was introduced by Congressman David B. McKinley (R–WV) on February 6, 2013.

On April 9, 2014, the Committee met in open markup session to consider H.R. 524, and ordered the bill reported favorably to the House by a vote of 34–19.

On June 20, 2014, H.R. 524 was reported to the House (House Report 113–485) and placed on the Union Calendar (Calendar No. 361).

On June 20, 2014, H.R. 524 was placed on the Union Calendar (Calendar No. 361).

REGULATORY CERTAINTY ACT OF 2014

REPORTED BY COMMITTEE (H.R. 4854)

To amend section 404(c) of the CWA to provide that the EPA does not have the authority to disapprove or revoke a permit under CWA section 404 before the Corps has completed its review of a 404 permit application or after the Corps has issued the permit.



### *Summary*

H.R. 4854 amends section 404(c) of the CWA to provide that the EPA does not have the authority to disapprove or revoke a permit under CWA section 404 before the Corps has completed its review of a 404 permit application or after the Corps has issued the permit. H.R. 4854 defines the exact period of time the EPA is allowed to restrict or deny the use of a particular disposal site until the Corps has issued a permit for such site.

### *Legislative History*

On June 12, 2014, H.R. 4854 was introduced by Congressman Bob Gibbs (R--OH).

On July 16, 2014, the Committee met in open session and ordered the bill reported favorably to the House by a recorded vote of 33--22.

On November 12, 2014 the Committee reported H.R. 4854 (H. Rept. 113--609) and was placed on the Union Calendar (Calendar No. 453).

## COAL JOBS PROTECTION ACT OF 2014

REPORTED BY COMMITTEE (H.R. 5077)

To amend the Clean Water Act to preserve the authority of each state to make determinations relating to the state's water quality management program, and for other purposes.

### *Summary*

H.R. 5077 amends the CWA to preserve the authority of each state to make determinations relating to the state's water quality management program, and restrict the EPA's ability to delay a state's permitting and water quality standards decisions. H.R. 5077 prohibits the EPA from relying on guidance to make a National Pollutant Discharge Elimination System (NPDES) permitting determination, and requires that all applications for an NPDES permit be acted upon by the permitting authority within 270 days after receipt of the application for the new permit. Requires the environmental review process under the National Environmental Policy Act (NEPA) to begin within 90 days of a complete 404 permit application, limits the duration of the environmental review process, and sets deadlines for approval or denial of a permit application. Allows a state to assume and administer parts of the 404 permit program. H.R. 5077 requires the EPA, before taking a covered regulatory action under the CWA, to perform an analysis of the impact of the action on jobs and economic activity. Gives states the final authority in determining states' lists identifying impaired waters and total maximum daily loadings (TMDLs) for those waters within their boundaries, by restricting the EPA's ability to reject state impaired waters lists and TMDL calculations for those waters and impose the agency's own lists and TMDLs. Limits the ability of the EPA and the Corps to revise the current regulatory definition of "fill material" under the CWA by codifying the current EPA and Corps regulatory definition into the law.

### *Legislative History*

On July 11, 2014, H.R. 5077 was introduced by Congresswoman Shelley Moore Capito (R-WV).

On July 16, 2014, the Committee met in open session and ordered the bill reported favorably to the House by a recorded vote of 28–24.

On September 18, 2014, the Committee reported H.R. 5077, as amended (House Report 113–604) and placed on the Union Calendar (Calendar No. 449).

## **Oversight Activities**

### HEARINGS AND ROUNDTABLES

#### ROUNDTABLE: PORTS: JOBS, ECONOMIC DEVELOPMENT, AND TRADE

On March 6, 2013, the Subcommittee held a roundtable discussion to obtain background information in preparation for the Committee's development of H.R. 3080. Key issues included streamlining the feasibility process, the use of the Harbor Maintenance Trust Fund, and how projects are prioritized. Participants included the American Association of Port Authorities, Maersk, Inc., the Port of Tampa, and the Port of Skagit.

#### ROUNDTABLE: WATER RESOURCES DEVELOPMENT: MAXIMIZING SYSTEMWIDE BENEFITS

On April 10, 2013, the Subcommittee held a roundtable discussion to continue preparation for the Committee's development of H.R. 3080. The roundtable focused on environmental streamlining, the use of the Inland Waterways Trust Fund, as well as how the Corps prioritizes projects to be improved. Participants included the Waterways Council, Inc., National Waterways Conference, Inc., American Shore and Beach Preservation Association, National Association of Flood and Stormwater Management Agencies, The Nature Conservancy, and International Union of Operating Engineers.

#### THE FOUNDATIONS FOR A NEW WATER RESOURCES DEVELOPMENT ACT

On April 16, 2013, the Subcommittee held a hearing titled "The Foundations for a New Water Resources Development Act." The purpose of the hearing was to discuss the current projects and programs of the Corps and the priorities for H.R. 3080. Also discussed was the collection of the Harbor Maintenance Trust Fund and the Inland Waterways Trust Fund. The Subcommittee received testimony from the American Shore and Beach Preservation Association, the National Association of Flood and Stormwater Management Agencies, the Waterways Council, Inc., the American Association of Port Authorities, Stony Brook University, and the National Waterways Conference, Inc.

#### THE PRESIDENT'S FISCAL YEAR 2014 BUDGET: ADMINISTRATION PRIORITIES FOR THE U.S. ARMY CORPS OF ENGINEERS

On April 24, 2013, the Subcommittee held a hearing on the Corps' budget request for fiscal year 2014 to provide Members with an opportunity to review the Corps' budgetary priorities. The Subcommittee received testimony from the Assistant Secretary of the

Army (Civil Works), and the Chief of Engineers of the Army Corps of Engineers.

THE PRESIDENT'S FISCAL YEAR 2014 BUDGET: ADMINISTRATION  
PRIORITIES FOR THE ENVIRONMENTAL PROTECTION AGENCY

On May 22, 2013, the Subcommittee held a hearing on the EPA's budget request for fiscal year 2014 to provide Members with an opportunity to review the Agency's budgetary priorities with regard to the CWA. The Subcommittee heard testimony from the Acting Assistant Administrator of EPA's Office of Water, and from the Acting Assistant Administrator of the EPA's Office of Solid Waste and Emergency Response.

A REVIEW OF THE UNITED STATES ARMY CORPS OF ENGINEERS CHIEF'S  
REPORTS

On June 5, 2013, the Subcommittee held a hearing to review the 25 pending Army Corps of Engineers Chief's Reports that have been submitted to Congress since the passage of the last Water Resources Development Act in 2007. Members also reviewed the process the Corps undertakes when developing its projects. The following representatives of the Army Corps of Engineers testified before the Subcommittee: the Deputy Commanding General for Civil and Emergency Operations and the Chief of the Planning and Policy Division.

THE ROLE OF WATER QUALITY TRADING IN ACHIEVING CLEAN WATER  
OBJECTIVES

On March 25, 2014, the Subcommittee held a hearing entitled "The Role of Water Quality Trading in Achieving Clean Water Objectives." The purpose of the hearing was to receive testimony from several public and private sector stakeholders on the potential use of water quality trading as an innovative, market-based mechanism to cost-effectively achieve local water quality improvements. The Subcommittee heard testimony on behalf of the Ohio River Basin Trading Project, the Association of Clean Water Administrators, the National Association of Clean Water Agencies, Ohio State University, the American Farm Bureau Federation, the National Water Quality Trading Alliance, and the Chesapeake Bay Commission.

THE PRESIDENT'S FISCAL YEAR 2015 BUDGET: ADMINISTRATION  
PRIORITIES FOR THE U.S. ARMY CORPS OF ENGINEERS

On April 2, 2014, the Subcommittee held a hearing entitled "The President's Fiscal Year 2015 Budget: Administration Priorities for the U.S. Army Corps of Engineers." The purpose of the hearing was to provide Members with an opportunity to review the fiscal year 2015 budget request for the Corps, as well as administration priorities for consideration in the Subcommittee's legislative and oversight agenda for the second session of the 113th Congress. The Subcommittee received testimony from the Assistant Secretary of the Army (Civil Works), and the Chief of Engineers of the Army Corps of Engineers.

A REVIEW OF RECENT UNITED STATES ARMY CORPS OF ENGINEERS  
CHIEF'S REPORTS AND POST-AUTHORIZATION CHANGE REPORTS

On April 29, 2014, the Subcommittee held a hearing entitled "A Review of Recent United States Army Corps of Engineers Chief's Reports and Post-Authorization Change Reports." The purpose of the hearing was to provide Members with an opportunity to review the 11 Chief's Reports and eight Post-Authorization Change Reports submitted to Congress since the last Subcommittee hearing on Chief's Reports on June 5, 2013, and the process the Corps undertakes when developing its projects and activities that benefit the Nation. Representatives of the Corps testified before the Subcommittee: the Deputy Commanding General for Civil and Emergency Operations and the Chief of the Planning and Policy Division.

POTENTIAL IMPACTS OF PROPOSED CHANGES TO THE CLEAN WATER  
ACT JURISDICTION RULE

On June 11, 2014, the Subcommittee held a hearing entitled "Potential Impacts of Proposed Changes to the Clean Water Act Jurisdiction Rule." The purpose of the hearing was to receive testimony from EPA, the Corps, and several stakeholder representatives on a joint EPA and Corps proposed rulemaking to redefine the regulatory term "waters of the United States" under the CWA. The Subcommittee heard testimony from the Deputy Administrator of the EPA and the Assistant Secretary of the Army (Civil Works), as well as representatives on behalf of the Western Governors' Association, the Western States Water Council, the National Water Resources Association, the National Association of Counties, the National Association of Flood and Stormwater Management Agencies, the American Farm Bureau Federation, the National Association of Home Builders, and the American Sustainable Business Council.

EPA'S EXPANDED INTERPRETATION OF ITS PERMIT VETO AUTHORITY  
UNDER THE CLEAN WATER ACT

On July 15, 2014, the Subcommittee held a hearing entitled "EPA's Expanded Interpretation of its Permit Veto Authority under the Clean Water Act" and received testimony from the U.S. Chamber of Commerce, the National Mining Association, the American Road and Transportation Builders Association, the Associated General Contractors of America, George Mason University School of Law, and Vermont Law School.

INTEGRATED PLANNING AND PERMITTING FRAMEWORK: AN OPPOR-  
TUNITY FOR EPA TO PROVIDE COMMUNITIES WITH FLEXIBILITY TO  
MAKE SMART INVESTMENTS IN WATER QUALITY

On July 24, 2014, the Subcommittee held a hearing entitled "Integrated Planning and Permitting Framework: An Opportunity for EPA to Provide Communities with Flexibility to Make Smart Investments in Water Quality." The purpose of the hearing was to receive testimony from a city mayor, a county commissioner, a city director of environmental services, and an interstate water pollution control commission executive director on the status of the EPA's integrated planning and permitting initiative and legislative efforts being made to supplement the program. The Subcommittee

heard testimony on behalf of the U.S. Conference of Mayors, the “Perfect Storm” Communities Coalition, the National Association of Clean Water Agencies, and the Association of Clean Water Administrators.

#### OVERSIGHT LETTERS

##### INLAND WATERWAYS USERS BOARD CHARTER RENEWAL

On April 2, 2013, Subcommittee Chairman Bob Gibbs wrote a letter to the Secretary of Defense regarding the charter of the Inland Waterways Users Board. The Users Board had been created by Congress in the Water Resources Development Act of 1986 to advise the Corps and Congress on the implementation of water infrastructure projects. Chairman Gibbs requested that the Secretary renew the charter of the Inland Waterways Users Board, last filed on March 16, 2011, and to appoint the required 11 members of the Users Board, as all existing appointments had expired.

##### MOHAWK VALLEY ECONOMIC DEVELOPMENT GROWTH ENTERPRISE PERMIT APPLICATION

On April 12, 2013, Subcommittee Chairman Bob Gibbs wrote a letter to the Buffalo District of the Corps regarding the Mohawk Valley Economic Development Growth Enterprise (MVEDGE) application for a permit under section 404 of the CWA. Following up on a meeting held by Subcommittee staff Chairman Gibbs requested that the Corps provide the Subcommittee with any information that will assist staff in understanding MVEDGE’s permit application and in the decision-making associated with that permitting process. Specifically, Chairman Gibbs requested the complete administration record for the MVEDGE project, including the complete administrative records, communications, and appeal records of the Buffalo District, the Corps Great Lakes and Ohio River Division and Corps Headquarters, as well as relevant Corps communication with the EPA.

##### FOLLOW UP QUESTIONS FOR ENVIRONMENTAL PROTECTION AGENCY AFTER SUBCOMMITTEE HEARING

On June 21, 2013, Subcommittee Chairman Bob Gibbs wrote a letter to the EPA to pose additional questions for the record related to testimony delivered at the Subcommittee’s May 22, 2013, hearing titled “The President’s Fiscal Year 2014 Budget: Administrative Priorities for the U.S. Environmental Protection Agency.” The follow-up questions focus on proposals by the EPA and the Corps to change the joint regulatory definition of fill material with regards to discharge permitting.

##### WATERS OF THE UNITED STATES

When EPA and the Corps announced that the agencies were “withdrawing” their draft CWA Jurisdiction guidance previously sent to the Office of Management and Budget (OMB) and were, instead, going to concentrate on proposing a rule to redefine the term “waters of the United States” under the CWA, Subcommittee Chairman Bob Gibbs sent a letter on October 3, 2013, asking for information to fully understand the intent of the agencies in “with-

drawing” the guidance. On March 5, 2014, Committee Chairman Bill Shuster followed up with a letter expressing the concern with the recent push to expand federal jurisdiction over waters and wet areas in the United States.

#### WATER SUPPLY ACT IMPLEMENTATION

The Corps has the responsibility to implement provisions of the 1958 Water Supply Act. Since passage of the Act in 1958, circumstances have changed related to water supply needs. Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II sent a letter to GAO on June 12, 2014, requesting information on how the Corps determines and calculates pricing of water storage. The GAO is expected to issue its report in 2015.

#### DAM SAFETY ACTIVITIES

The Corps is the world’s largest public engineering, design, and construction management agency. Under its Civil Works program, at the direction of Congress, the Corps is responsible for investigating, developing, and maintaining the Nation’s water resources; and carrying out a wide array of projects that provide navigation and flood control benefits across the country. Previous Water Resources Development Acts have established cost-sharing laws relating to Corps programs and activities, including dam safety projects. One June 12, 2014, Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II requested GAO review of dam safety/cost-sharing issues. The GAO is expected to issue its report in 2015.

#### HEARINGS HELD

Hearing entitled “The Foundations for a New Water Resources Development Act” (April 16, 2013) Committee Serial Number 113–10

Hearing entitled “The President’s Fiscal Year 2014 Budget: Administration Priorities for the U.S. Army Corps of Engineers” (April 24, 2013) Committee Serial Number 113–12

Hearing entitled “The President’s Fiscal Year 2014 Budget: Administration Priorities for the U.S. Environmental Protection Agency” (May 22, 2013) Committee Serial Number 113–19

Hearing entitled “A Review of the United States Army Corps of Engineers Chief’s Reports” (June 5, 2013) Committee Serial Number 113–22

Hearing entitled “The Role of Water Quality Trading in Achieving Clean Water Objectives” (March 25, 2014) Committee Serial Number 113–60

Hearing entitled “The President’s Fiscal Year 2015 Budget: Administration Priorities for the U.S. Army Corps of Engineers” (April 2, 2014) Committee Serial Number 113–62

Hearing entitled “A Review of Recent United States Army Corps of Engineers Chief’s Reports and Post-Authorization Change Reports” (April 29, 2014) Committee Serial Number 113–68

Hearing entitled “Potential Impacts of Proposed Changes to the Clean Water Act Jurisdictional Rule” (June 11, 2014) Committee Serial Number 113–73

Hearing Entitled “EPA’s Expanded Interpretation of its Permit Veto Authority Under the Clean Water Act” (July 15, 2014) Committee Serial Number 113–76

Hearing entitled “Integrated Planning and Permitting Framework: An Opportunity for EPA to Provide Communities with Flexibility to Make Smart Investments in Water Quality” (July 24, 2013) Committee Serial Number 113–79

**PANEL ON 21ST CENTURY FREIGHT TRANSPORTATION  
U.S. HOUSE OF REPRESENTATIVES  
113TH CONGRESS**

(April 24–October 23, 2013)

JOHN J. DUNCAN, JR., Tennessee, *Chairman*  
JERROLD NADLER, New York, *Ranking Member*

GARY G. MILLER, California	CORRINE BROWN, Florida
ERIC A. “RICK” CRAWFORD, Arkansas	DANIEL LIPINSKI, Illinois
RICHARD L. HANNA, New York	ALBIO SIRES, New Jersey
DANIEL WEBSTER, Florida	JANICE HAHN, California
MARKWAYNE MULLIN, Oklahoma	

**Legislative Activities**

**IMPROVING THE NATION’S FREIGHT TRANSPORTATION SYSTEM: FINDINGS AND RECOMMENDATIONS ON THE PANEL ON 21ST CENTURY FREIGHT TRANSPORTATION**

On October 29, 2013, the Panel on 21st Century Freight Transportation released its report on the current state of freight transportation in the United States and a set of recommendations for freight improvements to directly benefit and strengthen the Nation’s economy. The Panel was established by Committee Chairman Bill Shuster and Ranking Member Nick J. Rahall, II on April 24, 2013, and was led by Panel Chairman John J. Duncan, Jr., and Ranking Member Jerrold Nadler. Examining specific freight transportation issues, the Panel held six public hearings, three roundtable discussions, and conducted four site visits to freight facilities in regions across the Nation. The bipartisan Panel made specific and substantive recommendations for Congress to consider, including the following:

- Recommending the establishment of a comprehensive national freight transportation policy and the designation of a national, multimodal freight network;
- Ensuring robust public investment in all modes of transportation on which freight movement relies;
- Incentivizing the private sector to invest as well;
- Promoting the development and delivery of projects and activities that improve and facilitate the efficient movement of goods;
- Authorizing dedicated, sustainable funding for multimodal freight projects;
- Requiring the Secretary of Transportation to identify and recommend sustainable sources of revenue across all modes of transportation that would provide the necessary investment in the Nation’s multimodal freight network and align contributions with use of, and expected benefit of increased investment in, such network;
- Reviewing and working through the Committee on Transportation and Infrastructure and the Committee on Ways and Means, the Secretary’s freight funding and revenue recommendations and developing specific funding and revenue options for freight transportation projects prior to Congress’ consideration of the surface transportation reauthorization bill in 2014.



## Oversight Activities

### HEARINGS, MEETINGS, AND ROUNDTABLES

#### OVERVIEW OF THE UNITED STATES FREIGHT TRANSPORTATION SYSTEM

On April 24, 2013, the Panel on 21st Century Freight Transportation held a hearing entitled “Overview of the United States Freight Transportation System.” The purpose of this hearing was to gain a general overview of the current operation of the freight network, what challenges impact its performance, and what can be done to improve the efficiency and safety of freight transportation. The Panel received testimony from FedEx Corporation, Norfolk Southern Corporation, the South Carolina Ports Authority, Werner Enterprises, and the Transportation Trades Department of the AFL-CIO.

#### ROUNDTABLE: COORDINATING FEDERAL EFFORTS TO IMPROVE FREIGHT TRANSPORTATION

On May 15, 2013, the Panel on 21st Century Freight Transportation hosted a roundtable with a discussion focused on federal efforts to improve freight transportation. The Panel heard from participants from DOT and the Corps.

#### SITE VISIT SOUTHERN CALIFORNIA

From May 28–31, 2013, the Panel on 21st Century Freight Transportation traveled to southern California to gain a better understanding of freight movement in the region and to hear from local stakeholders. Sites visited included the Los Angeles International Airport, the Port of Los Angeles and the Port of Long Beach, and the Alameda Corridor.

#### ROUNDTABLE: NAVIGATING THE COMPLEXITIES OF AMERICA’S LARGEST PORT FACILITIES

On May 29, 2013, the Panel on 21st Century Freight Transportation held a roundtable discussion in San Pedro, California, on “Navigating the Complexities of America’s Largest Port Facilities.” The purpose of this discussion was to hear from stakeholders in southern California freight and port facilities. Participants included the Port of Long Beach, the Port of Los Angeles, Pasha Stevedoring and Terminals, APM Terminals, Total Transportation Services, Inc., Metropolitan Transportation Authority, Crowley, and International Longshore and Warehouse Union.

#### HOW SOUTHERN CALIFORNIA FREIGHT TRANSPORTATION CHALLENGES IMPACT THE NATION

On May 30, 2013, the Panel on 21st Century Freight Transportation held a hearing at the historic Santa Fe Depot in San Bernardino, California, to learn how the freight challenges of southern California impact the Nation. During this hearing, the Panel received updates on the current operation of the freight network in southern California, the unique challenges that impact its performance, and how these issues resonate throughout the country and impact the freight system as a whole. The Panel received testimony from the California Department of Transportation, the

Southern California Association of Governments, Mobility 21, Union Pacific, Fox Transportation, and the Alameda Corridor-East Construction Authority.

#### SITE VISIT: MEMPHIS REGION

From June 20–21, 2013, the Panel on 21st Century Freight Transportation traveled to the Memphis region for a series of site visits, meetings, and a working lunch discussion. Sites visited included FedEx facilities and the Port of Memphis.

#### HOW LOGISTICS FACILITATE AN EFFICIENT FREIGHT TRANSPORTATION SYSTEM

On June 26, 2013, the Panel on 21st Century Freight Transportation held a hearing on “How Logistics Facilitate an Efficient Freight Transportation System” to learn how the logistics industry impacts the freight network of the United States. During the hearing, the Panel received testimony concerning the correlation between logistics and a productive, efficient, and safe National freight system and suggestions to strengthen this relationship. The Panel heard testimony from the United Parcel Service, Wal-Mart Corporation, C.H. Robinson, International Development Systems, Falcon Global Edge, and the Association of American Railroads.

#### ROUNDTABLE: EFFECTIVELY COORDINATING FREIGHT PLANNING ACTIVITIES

On July 17, 2013, the Panel on 21st Century Freight Transportation hosted a roundtable on “Effectively Coordinating Freight Planning Activities.” The purpose of this roundtable policy discussion was to hear from planning officials at the federal, state, regional, and local levels on effective coordination of freight activity. Participants included DOT, the Florida Department of Transportation, the Chicago Metropolitan Agency for Planning, the North Central Pennsylvania Regional Planning and Development Commission, and the Port Authority of New York and New Jersey.

#### SITE VISIT: NEW YORK CITY REGION

From July 25–27, 2013, the Panel on 21st Century Freight Transportation traveled to the New York City region to gain a better understanding of freight movement in the region and to hear from local stakeholders. Sites visited included Norfolk Southern facilities at Oak Island Rail Yard, the Port of Newark, the Greenville Yard in Jersey City, New Jersey, the New York and Atlantic Railway facility in Brooklyn, the World Trade Center, and the Port-Authority Trans-Hudson transit terminal at the World Transit Center.

#### HOW FREIGHT TRANSPORTATION CHALLENGES IN URBAN AREAS IMPACT THE NATION

On July 26, 2013, the Panel on 21st Century Freight Transportation held a hearing at the Alexander Hamilton Custom House in New York, New York, to explore the ways in which urban freight challenges impact the Nation. During this hearing, the Panel received testimony concerning the operation of the freight network in urban areas, the unique challenges that impact performance in

these areas, and how these issues impact the rest of the Nation's freight system. The Panel heard testimony from representatives of the Port Authority of New York and New Jersey, the Atlas Air Worldwide Holdings, Evans Network, and CSX Transportation.

#### SITE VISIT: NORFOLK, VIRGINIA

From August 22–23, 2013, staff for the Panel on 21st Century Freight Transportation traveled to Norfolk, Virginia, to gain a better understanding of the operations at the Port of Virginia and at the Norfolk Southern Coal Pier 6. Sites visited included the Norfolk International Terminal, the APM Terminal, the Craney Island facility, and Norfolk Southern Coal Pier 6.

#### PERSPECTIVES FROM USERS OF THE NATION'S FREIGHT SYSTEM

On October 1, 2013, the Panel on 21st Century Freight Transportation held a hearing to explore how the agriculture and manufacturing industries rely on the Nation's freight transportation system to remain competitive. The Panel received testimony on the specific freight transportation needs of these industries and the impact that the level of performance of the freight system has on the ability of these industries to remain competitive. The Panel received testimony from representatives of International Paper, DuPont, Nucor Steel Berkeley, and Riceland Foods, Inc.

#### FUNDING THE NATION'S FREIGHT SYSTEM

On October 10, 2013, the Panel on 21st Century Freight Transportation held a hearing to receive testimony related to the ways in which freight projects can be funded. At this hearing, the Panel learned of various proposals on ways to raise new revenue and use existing revenue more wisely in the funding of freight infrastructure projects across the Nation. The Panel received testimony from the Virginia Department of Transportation, the Maryland Department of Transportation, the Information Technology and Innovation Foundation, Covington and Burling, LLP, and Mercator Advisors.

#### HEARINGS HELD

Hearing entitled "Overview of the United States Freight Transportation System." (April 24, 2013) Committee Serial Number 113–13

Field hearing entitled "How Southern California Freight Transportation Challenges Impact the Nation." (May 30, 2013) Committee Serial Number 113–21

Hearing entitled "How Logistics Facilitate an Efficient Freight Transportation System." (June 26, 2013) Committee Serial Number 113–27

Field hearing entitled "How Freight Transportation Challenges in Urban Areas Impact the Nation." (July 26, 2013) Committee Serial Number 113–32

Hearing entitled "Perspectives from Users of the Nation's Freight System." (October 1, 2013) Committee Serial Number 113–36

Hearing entitled "Funding the Nation's Freight System." (October 10, 2013) Committee Serial Number 113–38

**SPECIAL PANEL ON PUBLIC-PRIVATE PARTNERSHIPS  
U.S. HOUSE OF REPRESENTATIVES  
113TH CONGRESS**

JOHN J. DUNCAN, JR., Tennessee, *Chairman*

MICHAEL E. CAPUANO, Massachusetts, *Ranking Member*

CANDICE S. MILLER, Michigan

LOU BARLETTA, Pennsylvania

TOM RICE, South Carolina

MARK MEADOWS, North Carolina

SCOTT PERRY, Pennsylvania

PETER A. DeFAZIO, Oregon

ELEANOR HOLMES NORTON,

District of Columbia

RICK LARSEN, Washington

SEAN PATRICK MALONEY, New York

**Legislative Activities**

**PUBLIC-PRIVATE PARTNERSHIPS: BALANCING THE NEEDS OF THE  
PUBLIC AND PRIVATE SECTORS TO FINANCE THE NATION'S INFRA-  
STRUCTURE**

FINDINGS AND RECOMMENDATIONS OF THE SPECIAL PANEL ON  
PUBLIC-PRIVATE PARTNERSHIPS

Chairman Bill Shuster and Ranking Member Nick J. Rahall, II, established the Panel on Public-Private Partnerships on February 11, 2014. The Panel was constituted under Rule XVIII of the Rules of the Committee to examine issues regarding public-private partnerships (P3s) across all aspects of the Committee's jurisdiction including but not limited to all modes of transportation, economic development, public buildings, water, and maritime infrastructure and equipment, and make recommendations for how to balance the needs of the public and private sectors when considering, developing, and implementing P3 projects to finance the Nation's infrastructure.

The Panel was led by Chairman John J. Duncan, Jr., and Ranking Member Michael E. Capuano. Also appointed to the Panel were Congresswoman Candice S. Miller, Congressman Peter A. DeFazio, Congressman Lou Barletta, Congresswoman Eleanor Holmes Norton, Congressman Tom Rice, Congressman Rick Larsen, Congressman Mark Meadows, Congressman Sean Patrick Maloney, and Congressman Scott Perry.

The Panel recommended a series of actions to balance the needs of public and private sectors when considering, developing, and implementing P3s to finance important infrastructure projects across the United States. The Panel identified the need for increased accountability in the highway and transit procurement process generally, including P3s. The Panel suggested several ways to improve the traditional design-bid-build procurement process and better structure P3 processes and agreements to maximize benefits to both public and private sector participants and to improve the capacity of the public sector to negotiate good agreements that result in benefits to the public. The Panel also recommended several changes to federal programs to ensure fair consideration of P3 projects, where appropriate, and that the federal oversight processes take the realities of P3 procurements into account. The Panel recommended several ways to expand the use of analytical best practices, provide enhanced transparency, and ensure that the parties are held accountable. The Panel also recommended ways to ensure that there is an accurate accounting of the costs and benefits of an agreement and the total federal investment.

## **Oversight Activities**

### ROUNDTABLE: CASE STUDIES IN PUBLIC-PRIVATE PARTNERSHIPS

On February 11, 2014, the Panel on Public-Private Partnerships hosted a roundtable on “Case Studies in Public-Private Partnerships.” The purpose of this roundtable policy discussion was to hear how public-private partnerships have been used in highway, transit, and other projects, in the United States and abroad. Participants included representatives from TransUrban Corporation, Parsons Brinckerhoff, and a state legislator from Indiana.

### OVERVIEW OF PUBLIC-PRIVATE PARTNERSHIPS IN HIGHWAY AND TRANSIT PROJECTS

On March 5, 2014, the Panel held a hearing entitled “Overview of Public-Private Partnerships in Highway and Transit Projects.” The purpose of this hearing was to gain a general overview of how public-private partnerships have been used to advance projects of national and regional significance, lessons learned from those projects and the potential for more use of partnerships in the future. The Panel received testimony from the Texas Department of Transportation, Regional Transportation District of Denver, Fluor on behalf of the Associated General Contractors of America, and the Congressional Budget Office.

### ROUNDTABLE: OVERVIEW OF PUBLIC-PRIVATE PARTNERSHIPS FOR WATER SUPPLY AND TREATMENT

On March 25, 2014, the Panel hosted a roundtable on “Overview of Public-Private Partnerships for Water Supply and Treatment.” The purpose of this roundtable policy discussion was to hear about the state of municipal water system infrastructure investment, including two recent public-private partnerships entered into by communities to improve their systems. Participants included the mayor of Rialto, California, Pannone Lopes Deveraux and West, United Water, National Council for Public-Private Partnerships, and Food and Water Watch.

### THE INTERNATIONAL EXPERIENCE WITH PUBLIC-PRIVATE PARTNERSHIPS

On April 8, 2014, the Panel held a hearing entitled “The International Experience with Public-Private Partnerships.” The purpose of this hearing was to understand how P3s are used internationally to develop and maintain infrastructure, and the government procedures in place to enter into well-structured agreements. The Panel received testimony from the Congressman John K. Delaney (D-MD), Partnerships British Columbia, Infrastructure Ontario, Fitch Ratings, and a professor from the University of Toronto.

### ROUNDTABLE: THE STATE EXPERIENCE WITH PUBLIC-PRIVATE PARTNERSHIPS

On April 30, 2014, the Panel hosted a roundtable on “The State Experience with Public-Private Partnerships.” The purpose of this roundtable policy discussion was to hear from a selection of state departments of transportation that have completed P3s or were

embarking on their first P3 projects. Participants included the Virginia Office of Transportation Public-Private Partnerships, the Maryland Department of Transportation, the Florida Department of Transportation, and the Pennsylvania Department of Transportation.

#### ROUNDTABLE: PUBLIC-PRIVATE PARTNERSHIPS IN AVIATION

On May 20, 2014, the Panel hosted a roundtable on “Public-Private Partnerships in Aviation.” The purpose of this roundtable policy discussion was to hear about the use of P3s for airport infrastructure, including the role of the Federal Aviation Administration’s P3 pilot program. Participants included HighStar Capital, Southwest Airlines, Macquaire Capital, and Propeller Investments.

#### ROUNDTABLE: INNOVATIVE APPROACHES TO DELIVERING PUBLIC BUILDINGS

On June 10, 2014, the Panel hosted a roundtable on “Innovative Approaches to Delivering Public Buildings.” The purpose of this roundtable policy discussion was to hear about the challenges facing the federal real estate portfolio; the use of P3s for local community public buildings; and challenges related to scoring rules for federal building leasing. Participants included a lawyer from Ballard Spahr, AECOM Capital, a lawyer from Norton Rose Fulbright, and In the Public Interest.

#### SITE VISIT—NEW YORK, NEW YORK

On June 15–16, 2014, Members and staff of the Panel traveled to New York, New York, to meet with the financial community and to tour LaGuardia Airport, which is planning a P3 procurement to build a new terminal.

#### ROUNDTABLE: WAYS THE FINANCIAL COMMUNITY CAN INVEST IN INFRASTRUCTURE BY USING PUBLIC-PRIVATE PARTNERSHIPS

On June 16, 2014, the Panel hosted a roundtable on “Ways the Financial Community can invest in Infrastructure by Using Public-Private Partnerships.” The purpose of this roundtable policy discussion was to hear what the financial community looks for when deciding whether to invest in infrastructure P3s. Participants included JP Morgan, Macquaire Infrastructure Partners, IFM Investors, and a professor from Columbia University.

#### ROUNDTABLE: PUBLIC-PRIVATE PARTNERSHIPS FOR AMERICA’S WATERWAYS AND PORTS

On July 10, 2014, the Panel hosted a roundtable on “Public-Private Partnerships for America’s Waterways and Ports.” The purpose of this roundtable policy discussion was to hear the challenges facing the Nation’s inland waterway and port system, and the potential for P3s to alleviate some of the infrastructure backlog. Participants included the Army Corps of Engineers; the National Association of Waterfront Employers; Waterways Council, Incorporated; and the Port of Coos Bay, Oregon.

## HEARINGS HELD

Hearing entitled “Overview of Public-Private Partnerships in Highway and Transit Projects” (March 5, 2014) Committee Serial Number 113–57

Hearing entitled “The International Experience with Public-Private Partnerships” (April 8, 2014) Committee Serial Number 113–65

**OVERSIGHT PLAN OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 113TH CONGRESS**

In accordance with Rule X of the House of Representatives, the Committee on Transportation and Infrastructure is responsible for determining whether laws and programs within its jurisdiction are being implemented according to congressional intent and whether they should be continued, curtailed, or eliminated. In the 113th Congress, the Committee will review the activities of government agencies and entities within its jurisdiction and the public and private interests they affect or regulate. As appropriate, the Committee will investigate ways to improve the overall performance and operation of the agencies and entities it oversees, promote reform and cost savings, and eliminate fraud, wasteful spending, abuse and mismanagement where possible.

The oversight and investigation functions are vested at the Full Committee level. Oversight and investigation activities will be coordinated between the Full Committee and the Subcommittees. This structure will facilitate oversight of issues that cut across the jurisdiction of several Subcommittees. The Committee will continue to exercise its oversight duties through its own staff as well as through work performed at the Committee’s request by the GAO and the various Inspectors General within their respective agencies and departments. Oversight activities will include hearings, briefings, correspondence, reports, media releases, and public statements.

The GAO provides Congress a biennial update on its High Risk Program, which identifies federal programs and operations that it considers to be at high risk for waste, fraud, abuse, or mismanagement, or in need of broad reform. Consistent with the Rules of the House of Representatives, the Committee will hold hearings on the programs within the Committee’s jurisdiction on GAO’s “high-risk” list. The rules also require the Committee to hold at least one hearing every 120 days on “waste, fraud, abuse, or mismanagement in Government programs which that committee may authorize.” These hearings will focus on “the most egregious instances of waste, fraud, abuse, or mismanagement,” as documented by any report that the Committee has received from an Inspector General or GAO. Finally, the Committee will hold hearings if any agency has received disclaimers on its agency financial statements.

The Committee has identified several particular areas for oversight and investigation in the 113th Congress. These areas are organized by Subcommittee and discussed below:

## SUBCOMMITTEE ON AVIATION

1. Implementation of the FAA Modernization and Reform Act of 2012. The FAA Modernization and Reform Act of 2012 (FMRA) was

signed into law on February 14, 2012. The FMRA authorizes funding for and reforms and revises the safety programs, air traffic control modernization (NextGen) efforts, and operations of the Federal Aviation Administration (FAA) through fiscal year 2015. This law also contains over 100 deadlines for federal government action, including: rulemakings, program implementations, plans, studies and task force actions. The Subcommittee will closely oversee the FAA's efforts to implement the mandates contained in the FMRA.

2. Safety Programs. The Subcommittee has held numerous safety hearings and will continue its oversight in the new Congress. Maintaining a safe and efficient aviation system is critical to the aviation industry, passengers, the U.S. economy, job creation, and U.S. competitiveness in the global marketplace. Issues to be addressed include: regional airline safety, general aviation safety, the safe integration of unmanned aircraft systems (UAS), pilot and controller training, ways to reduce operational errors, the FAA's enforcement and certification activities, and the FAA's volunteer reporting and data sharing and assessment programs.

3. Evaluation of FAA's NextGen Air Traffic Control Modernization. Since the early 1980's, the FAA has been trying to modernize the air traffic control system, a program referred to as "NextGen." NextGen is essential if the United States is to remain competitive and a leader in aviation in the global marketplace. The modernization program is now moving beyond the research and development phase and into the implementation phase. The FAA and industry must work together to reap the many benefits of a modern, satellite-based system. Benefits of this project include: greater system efficiency; reduced noise exposure; reduced emissions and fuel burn; improved safety; increased accuracy and reliability in the equipment and software; and the capability for future computer enhancements. Over the years, the FAA's efforts have often been behind schedule and over budget. The Subcommittee will continue to monitor and examine the FAA's efforts to establish performance metrics, meet deadlines, stay within budget, put in place an aircraft equipage program, and streamline implementation of the NextGen program.

4. Oversight of the Office of the Secretary. The Office of the Secretary within DOT inherited several aviation functions when the Civil Aeronautics Board was abolished. These functions include ensuring that air carriers do not engage in unfair and deceptive practices that could harm consumers and ensuring that business agreements among air carriers do not result in harmful effects. Many of these functions have a dramatic impact on the industry, competition, and job creation. Hearings may be held to evaluate various DOT programs and policies affecting aviation, including slots, essential air service, air carrier alliances, aviation consumer issues, international air service, key safety treaties, and the European Union's Emissions Trading Scheme.

5. Airline Financial Condition and Passenger Service. Much of the last decade has been a difficult one for the airline industry. The cumulative impacts of 9/11, the severe acute respiratory syndrome (SARS) outbreak, spikes in fuel prices, and the global recession have taken their toll, although the industry has been profitable over the last few years. Moreover, over the next decade, the FAA predicts that air traffic operations will increase. When the economy



improves, passenger complaints about delays, cancellations, overbooking, customer service, and transparency in airfares and ancillary fees charged by airlines may rise again as passenger traffic rebounds. The Subcommittee will continue to examine ways to maintain the airline industry, review recently established regulations to ensure the proper balance is maintained between safety and commerce, and refocus its attention on service issues.

6. Streamlining the FAA's Policies, Programs, and Procedures. The Subcommittee is interested in an expected assessment of the FAA's existing policies, programs and procedures in order to seek ways to streamline processes and eliminate wasteful and redundant programs and overly burdensome regulations. In the FMRA, the FAA is given the authority to carry out any efforts needed to achieve the efficiencies outlined in the assessment. The FAA is also directed to work with labor and industry and provide Congress with a plan for the realignment and consolidation of the FAA's facilities. The Subcommittee will carefully oversee these and other efforts by the FAA to achieve much needed efficiencies and cost savings.

7. Oversight of the National Transportation Safety Board. Authorization for NTSB expired in 2008. A reauthorization bill passed the House in 2010 but was not enacted. Reauthorization of NTSB may be considered in the 113th Congress. This would be preceded by oversight hearings by the Subcommittee.

#### SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

1. Coast Guard Budget. The Coast Guard is currently functioning under a continuing resolution for fiscal year 2013 which expired March 27, 2013. The continuing resolution provides funding for all Coast Guard accounts and activities at the fiscal year 2012 level plus 0.612 percent. On December 20, 2012, the President signed into law H.R. 2838, the Coast Guard and Maritime Transportation Act of 2012, which authorized \$8.6 billion for the Service in fiscal year 2013 and \$8.7 billion in fiscal year 2014.

In the 113th Congress, the Subcommittee will hold hearings on the President's fiscal year 2014 and 2015 budget requests and consider legislation to authorize the Coast Guard. The Subcommittee will explore ways to implement cost savings at the Service by leveraging efficiencies and eliminating waste, fraud, abuse, and mismanagement.

2. Coast Guard Recapitalization. The Coast Guard is currently undergoing a major recapitalization of its offshore operating assets. The recapitalization is intended to replace or modernize more than 90 ships and 200 aircraft, as well as replace outdated command, control, and communications systems. The recapitalization is facing serious challenges related to schedule, budget, and engineering.

The Coast Guard has failed to develop a recapitalization program that reflects the current budget environment, and continues to pursue a plan not supported by either Administration budget requests or congressional appropriations. Since 2001, expanding mission demands have been placed on the Service. These increased demands require aging and deteriorating legacy assets to operate well beyond planned service lives. Legacy assets are deteriorating at increasing rates as tightened budgets delay the acquisition of re-

placement assets. These intersecting trend lines jeopardize readiness.

The recapitalization program has had several successes, including major upgrades to the Coast Guard's helicopters, and the ongoing acquisition of new classes of ocean-going and near-shore cutters. Despite these successes, the Subcommittee remains concerned with the escalating costs of the program, the mission readiness of existing assets, the failure of certain new assets to meet performance goals, inattention to icebreaker recapitalization needs, and the lack of a realistic Capital Investment Plan.

In the 113th Congress, the Subcommittee will continue to closely review the Coast Guard's recapitalization program, as well as any changes to the program which may be necessary to ensure the men and women of the Coast Guard who risk their lives for the Nation have the best equipment possible at the best price for the American taxpayers.

3. Coast Guard Mission Balance and Alignment. The Subcommittee remains concerned about the balance of resources and assets assigned to the Service's different missions. Since September 11, 2001, the Coast Guard has received significantly increased resources to carry out homeland security missions, including ports, waterways, and coastal security and migrant interdiction. The Subcommittee wants to assure the Service's equally critical missions, including maritime transportation, safety of life at sea, and environmental stewardship, are given sufficient weight when allocating resources and assigning assets.

The Subcommittee is also concerned with the training and experience requirements for Coast Guard servicemen and women, as well as whether the Service is properly aligned to successfully conduct its critical missions in the most efficient and cost-effective manner possible. A structural reorganization has gone through several iterations in the last seven years, and the Subcommittee will examine the final outcome of these organizational changes.

The Coast Guard must assure the safety, as well as the security, of the Nation's maritime commerce every day. Failure to provide adequate resources to the Coast Guard's marine safety and environmental stewardship programs are as much of a threat to the United States' economic interests as failure to provide adequate resources for maritime security.

In the 113th Congress, the Subcommittee will conduct oversight of the Coast Guard's mission balance and alignment to ensure the Service maintains and appropriately distributes the necessary resources, expertise, and organizational structure to successfully conduct all of its critical missions.

4. Maritime Domain Awareness. In order to prevent accidents, protect U.S. borders, and effectively respond to incidents in the waters under the control of the United States, the Coast Guard must maintain Maritime Domain Awareness (MDA). In other words, the Service must have real-time knowledge of the location and intention of vessels operating in U.S. waters, as well as such other background information as weather, tides, and currents. MDA requires access to many sources of data, including visual observations, weather predictions, long-range vessel tracking information, and data provided by vessel-based transponders. The integration of these data sources into a "Common Operating Picture"

shared by shore-side facilities, ships, and aircraft, forms the basis of the Coast Guard's future plans to deploy its assets more wisely and cost effectively, while also improving safety and security of our maritime transportation system.

The Coast Guard relies on several new and developing technologies to assist in implementing MDA. The Subcommittee has been concerned with delays in fielding these new technologies, cost overruns, the development of seemingly duplicative systems, performance failures, and poor contract management. The Subcommittee is also concerned that plans to upgrade command, control, communication, computer, intelligence, surveillance, and reconnaissance, popularly known as C4ISR, are not achieving the level of integration needed to fully take advantage of existing and rapidly improving sensor and communication technologies.

In the 113th Congress, the Subcommittee will continue its oversight of the Service's development and implementation of MDA to ensure the best system is fielded in a timely manner and at the best price for the American taxpayers.

5. Maritime Transportation Safety. Over the next year, the Coast Guard will be implementing or proposing new regulations intended to improve the safety of commercial fishing vessels and towing vessels, as well as to enhance the mariner credentialing and fitness determination process. The Service may also propose new safety regulations on cruise vessels in the wake of the COSTA CONCORDIA marine casualty. Finally, later this year, the Coast Guard is expected to publish a major new rule governing the deployment of electronic readers for the Transportation Worker Identification Credential (TWIC).

The recently enacted Coast Guard and Maritime Transportation Act modified some of these rulemakings to afford the Coast Guard adequate time to fairly enforce them. In the 113th Congress, the Subcommittee will continue oversight of the Coast Guard's regulatory program to ensure these regulations improve the safety of the maritime transportation system without unduly increasing costs and undermining job growth in the maritime industry.

6. Marine Environmental Protection. In recent years, the Coast Guard and EPA have implemented several new regulations governing the transportation of oil and other hazardous substances on water; air emissions from vessels; and the discharge from vessels of plastics, ballast water, and over 25 other "discharges incidental to the normal operation of a vessel," such as bilge water, deck wash, and air conditioning condensate. In addition, over 25 states have put in place regulations to govern ballast water and other incidental discharges. Many of these new requirements are inconsistent, costly, and burdensome. If not properly addressed, these regulations could significantly complicate vessel operations, drive up costs, threaten jobs, and impede the flow of commerce along our coasts, the Great Lakes, and inland rivers.

In the 113th Congress, the Subcommittee will conduct oversight of these regulations. The Subcommittee will also work to address the challenges posed by these new regulations and ensure the efficient movement of maritime commerce, defend seafaring and port jobs, and protect the environment.

7. Oil Spill Prevention and Response. In fiscal year 2012, the Coast Guard received over 32,000 reports of an oil or hazardous

materials spill. The Service continues to respond to the April 2010 explosion and sinking of the DEEPWATER HORIZON and has deployed assets to the Arctic to oversee permitted drilling activities.

In the 113th Congress, the Subcommittee will continue oversight of oil spill prevention laws and regulations, as well as the Coast Guard's capability to respond to such incidents. The Subcommittee will work to ensure the Nation's oil spill prevention and response capabilities protect human lives and the environment while protecting U.S. jobs.

8. Port and Vessel Security. On an annual basis, U.S. ports handle more than 2 billion tons of freight, 3 billion barrels of oil, more than 134 million ferry passengers, and more than 7 million cruise ship passengers. Approximately 7,500 foreign ships, manned by 200,000 foreign sailors, enter U.S. ports every year to offload approximately six million truck-size cargo containers onto U.S. docks. Additionally, many of these seaports are critical military strategic sealift ports whose availability must be constantly assured.

There are 361 public ports in the United States that handle over 95 percent of U.S. overseas trade. The top 50 ports in the United States account for over 90 percent of total cargo tonnage. Twenty-five U.S. ports account for over 98 percent of all container shipments. Cruise ships visiting foreign destinations embark from at least 16 U.S. ports. Generally, ports are often very open and exposed and are potentially susceptible to large-scale acts of terrorism that could cause catastrophic loss of life and economic disruption.

In 2002, Congress enacted the Maritime Transportation Security Act (MTSA), now chapter 701 of title 46, United States Code. The measure establishes a comprehensive national maritime transportation security system; requires the Coast Guard to conduct vulnerability assessments of U.S. ports; requires the Coast Guard to develop national and regional area maritime transportation security plans; requires seaports, waterfront terminals, and certain types of vessels to develop security and incident response plans for the Coast Guard; and requires the Coast Guard to conduct an antiterrorism assessment of certain foreign ports. Vessel and facility plans went into effect on July 1, 2004.

MTSA also established the TWIC program to ensure that transportation workers who have access to secure areas of maritime facilities do not pose a terrorism security risk. The Security and Accountability for Every Port Act of 2006 (SAFE Port Act) set deadlines for the deployment of TWIC to workers and the installation of TWIC reader devices at access points to secure areas. The TSA and Coast Guard missed the July 30, 2007, deadline to begin the deployment of TWIC and did not begin deployment of the credentials until October 2007. The TSA also missed the April 2009 deadline for the installation of TWIC readers. The Coast Guard does not anticipate issuing final rules for the installation of readers until 2013.

In the 113th Congress, the Subcommittee will continue to conduct oversight of these critical security issues with the goal of providing the highest level of security possible that does not impede the efficient flow of maritime commerce or interrupt employment opportunities in the maritime sector.

9. Piracy. In 2012, pirates in the waters off the Horn of Africa captured 13 commercial vessels and held over 200 merchant seamen hostage. Although these numbers have fallen in recent months, the pirates continue their violent attacks on vessels transiting those waters. Pirates are using larger vessels, more advanced weaponry, and traveling further into the Indian Ocean to intercept vessels traveling outside the regular shipping lanes. Ransoms are increasing and reports indicate that conditions for hostages are worsening. Incidents of piracy are also on the rise in the Gulf of Guinea off the coast of Nigeria further impacting commercial shipping around the African continent.

In the 113th Congress, the Subcommittee will continue oversight of this issue. The Subcommittee will work to find ways to improve the security of U.S. seafarers, their vessels, and their cargo as they transit these high-risk waters.

10. Arctic Transportation. The percentage of the Arctic Circle covered in ice during the summer months continues to shrink. As a result, waters previously blocked by ice have become navigable in the summer. This opens opportunities for ships to transit between the Atlantic and Pacific Oceans through the Northwest Passage and the Northern Sea Route. It may also ease the difficulties faced in extracting potential oil and gas resources, as well as expand fishing and tourism activities.

As the ice cap recedes, human presence in the Arctic may expand. The Coast Guard will likely need to deal with a growing caseload of search and rescue, marine pollution response, law enforcement, and defense missions. The Service currently lacks the infrastructure or assets required for extended operations in the Arctic.

In the 113th Congress, the Subcommittee will continue its oversight of these issues. The Subcommittee will work to find ways to improve the safety and security of Arctic transportation routes, as well as enhance Coast Guard presence in the region in an efficient and cost-effective manner.

11. Federal Maritime Commission, Maritime Administration, National Oceanic and Atmospheric Administration Budget and Programs. The Subcommittee has jurisdiction over the Federal Maritime Commission (FMC) and the non-defense related programs of the Maritime Administration (MARAD). The FMC is responsible for the economic regulation of waterborne foreign commerce and unfair shipping practices. MARAD oversees several programs related to defense readiness, as well as programs designed to promote and develop the domestic merchant marine industry. The Subcommittee also has jurisdiction over the National Oceanic and Atmospheric Administration's (NOAA) Office of Response and Restoration (ORR). ORR provides technical and scientific assistance in the response to, and environmental restoration from, oil and hazardous material spills. It also administers the Marine Debris Program. The Subcommittee is also interested in NOAA programs that acquire and distribute data necessary for the safe operation of the Maritime Transportation System.

Each of these agencies is operating under a fiscal year 2013 continuing resolution which expired March 27, 2013. In fiscal year 2012, these agencies had a combined budget of over \$399 million.

In the 113th Congress, the Subcommittee will continue to conduct oversight of the FMC, MARAD, and ORR. The Subcommittee will explore ways to promote job growth in the domestic fleet, while improving operations and reducing costs at these agencies.

SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS,  
AND EMERGENCY MANAGEMENT

1. Federal Courthouses. In June of 2010, GAO issued a report on the federal courthouse program and found that of the 33 courthouses built since 2000, there was 3.56 million square feet of extra space, costing the taxpayer \$835 million plus \$51 million annually to operate and maintain. The Subcommittee will continue its oversight of the authorization of new federal courthouses, encourage the full implementation of courtroom sharing formulae, and place strict requirements on any proposed courthouses to minimize overbuilding and reduce costs. The Subcommittee will also closely oversee the progress made on courthouses already authorized to ensure they are constructed within the limitations placed upon them by the Committee and to ensure they stay below or within budget. The Subcommittee will also work to ensure that courthouse construction projects include credible judgeship projections; courtroom sharing in a robust and efficient fashion in accordance with the empirical courtroom use data collected by the Federal Judicial Center; and faithful adherence by GSA to congressionally authorized square-footage limitations, as well as dollar limitations, when executing projects.

2. Leasing. On or about July 17, 2012, GSA entered into a lease agreement to occupy space on six floors at One World Trade Center. The lease agreement includes an initial lease term of 20 years starting in 2015 at a rent of approximately \$17.5 million per year for a total of \$351.4 million over the initial term of the lease. The lease also includes four 15-year renewal options. GSA entered into this lease agreement despite the fact that a resolution approving the lease had not yet been adopted by the Committee.

While a prospectus as required by the Public Buildings Act was submitted to the Committee on June 6, 2012, the prospectus did not include a customary housing plan, identifying the proposed tenant agencies for the leased space and indicating how GSA proposed utilizing the space. Notwithstanding that the Committee had not passed a Committee resolution approving the lease or the fact GSA had submitted an incomplete prospectus, GSA obligated the government to more than \$350 million. This broke decades of legal precedent. Subsequently, former Chairman Mica, former Subcommittee Chairman Denham and former Appropriations Subcommittee on Financial Services Chairwoman Jo Ann Emerson requested GSA provide a written legal analysis and briefing explaining the basis for GSA to sign the lease.

In the 113th Congress, the Subcommittee will conduct oversight of GSA to ensure effective oversight of GSA's authority to enter into leases that bind the taxpayer to significant sums of money.

During the 112th Congress, problems with independent leasing authorities of agencies outside of GSA were made apparent. In 2010, the Securities and Exchange Commission (SEC), which has its own independent leasing authority, signed a sole-source ten-year lease for a state-of-the-art building, binding the taxpayer to

more than \$500 million. Not long after signing the lease, SEC determined it did not need the space. The Subcommittee conducted an investigation and held hearings that revealed serious questions about SEC's management of its space and its leasing authority. In prior years, the Committee has also found similar mismanagement by other agencies, including the NTSB, in which poor decisions on leases resulted in taxpayer dollars being wasted. As a result, the Subcommittee will continue its oversight of leases outside of GSA.

3. Real Property Management. The management of federal real property has been on the GAO's "high risk" list since 2003 due to a number of mismanagement issues, including the overreliance on costly leasing to meet long-term space needs and the overabundance of underused or vacant space. In addition, with nearly half of GSA's assets over 50 years old, GSA has faced challenges maintaining a balanced inventory, draining federal resources and costing more to maintain old buildings that are often inefficient. At the same time, GSA continues to over-rely on expensive new commercial leases that very often result in the taxpayer paying for a building several times over without any ownership interest. The Office of Management and Budget's budget scorekeeping rules are key drivers on "own vs. lease" asset decision making. Current budget scorekeeping rules generally leave GSA with only two options for meeting the federal government's general purpose space needs: direct appropriations for new construction or long-term leases. In addition, with the tight budget constraints and the lack of funds for new construction, GSA has begun exploring alternative arrangements for space acquisition and redevelopment.

The Subcommittee will continue to conduct investigations and oversight of GSA's management of its real property portfolio and examine ways to ensure cost-effective choices are made. In addition, the Subcommittee will work to ensure GSA maximizes the utilization of existing space, renegotiates existing leases to reduce costs, and sells under-used or vacant properties that will generate revenue. Finally, the Subcommittee will work to ensure GSA fully utilizes its enhanced property management authority to make better use of space it retains, such as out-leasing empty federal space to generate income for GSA's Federal Buildings Fund (FBF) and help offset costs, but will conduct close oversight of GSA's use of these authorities to ensure they are managed and used appropriately.

4. Federal Buildings Fund. Congress established the FBF with the intent of making GSA's management of space self-financed. Federal agencies who are tenants in GSA-owned or managed facilities, generally, pay rent to GSA for use of the space. Those funds are deposited into the FBF, which then is used to reinvest in GSA's assets for repairs and maintenance, as well as for construction or purchasing of new property. With nearly half of GSA's assets over 50 years old coupled with the increase in commercial leasing to fill space needs, serious questions have been raised regarding the viability of the FBF in the future. Old assets drain the resources of the FBF in repair and maintenance costs.

In addition, the administrative expenses of GSA's Public Buildings Service (PBS) are paid out of the FBF. There has been little or no transparency in how PBS spends its administrative funds. The scandals related to conferences and bonuses and GSA's inabil-

ity to fully respond to Committee questions about how its budgets for such activities have revealed the potential for significant waste. As a result, the Subcommittee will continue to conduct oversight of PBS's administrative costs and take steps to ensure greater transparency and accountability.

5. **Capital Investment and Leasing Program.** As part of the Committee's annual work to review and authorize GSA's requests for authority to repair, alter, construct, and lease property for use by federal agencies, the Subcommittee will review each prospectus presented to the Committee and recommend approval only after the Subcommittee is satisfied that the requests are cost-effective and in the best interest of the government. The Subcommittee will work aggressively with GSA and tenant agencies to shrink the space footprint.

6. **Federal Protective Service.** As a part of the Homeland Security Act of 2002, the Federal Protective Service (FPS) was transferred from the Public Buildings Service of GSA to the Department of Homeland Security (DHS). However, responsibility for the protection of federal buildings, generally, remains with the GSA. The Subcommittee will continue to monitor and review the policies, procedures, and requirements of security at public buildings, including a review of the implementation of these policies, procedures, and requirements of the FPS.

7. **Major Development Projects.** The construction of the DHS headquarters is a multibillion-dollar federal construction project that, when completed, will relocate much of DHS operations in the District of Columbia area into one campus located at the historic Saint Elizabeths Hospital site in the Southeast quadrant of the District of Columbia. Currently, the construction of the Coast Guard headquarters is underway at the site. In addition, various DHS components remain in leased space until the phased construction is completed. The Subcommittee plans to continue close oversight of this major project and its associated leases to guard against waste, and ensure jobs are maintained and created accordingly throughout the project.

In addition, there are a number of other major construction and development projects proposed, underway, or anticipated by the GSA, including a proposal for a new FBI headquarters, the redevelopment of Federal Triangle South, and the redevelopment of the Old Post Office. The Subcommittee plans to conduct close review and oversight of these major development projects.

8. **Architect of the Capitol.** The Subcommittee will continue ongoing oversight of projects being undertaken by the Architect of the Capitol, including redevelopment of the Federal Office Building 8 as well as other development pursuant to the Master Plan for the Capitol Complex. Consistent oversight will ensure proper prioritization and cost savings.

9. **Smithsonian Institution Facilities.** The Subcommittee will continue its oversight of projects undertaken by the Smithsonian Institution including the acquisition, construction, and use of local and remote museum, research, and storage facilities of the Institution. The Subcommittee will continue to ensure the cost-effective solutions to the Smithsonian's space needs such as leveraging private dollars and disposal or effective reuse of underused assets. In addition, the Smithsonian is currently in the process of constructing the



National Museum of African American History and Culture. Continued oversight of the construction is important to ensure the project stays within budget and on schedule.

10. John F. Kennedy Center for the Performing Arts. As a part of its ongoing oversight of the Kennedy Center's programs, the Subcommittee will regularly review the construction, alteration, and modernization activities of the Kennedy Center that are conducted using federal funds to ensure appropriate management and cost savings.

11. Economic Development Administration. The Economic Development Administration (EDA) was created in 1965 by the Public Works and Economic Development Act to leverage federal funding to help spur economic growth in areas that are experiencing: chronic high unemployment, out-migration, and severe economic dislocations due to plant closings and natural disasters. Over the years, EDA's programs have generated new, permanent jobs with minimal federal investment. For example, reviews of EDA's programs have revealed that its programs, on average, create jobs at a cost of \$4,000 per job. In addition, studies have shown that \$1 invested by EDA attracts \$11 in private or other public funding. The leveraging of federal dollars ensures that projects funded are viable and include a private interest that will ensure the jobs created are long-lasting. In preparation for EDA's reauthorization, the Subcommittee will continue to oversee EDA programs to ensure they continue to leverage private dollars and create jobs. The Subcommittee will also identify and remove regulatory stovepipes that add costs and administrative hurdles to job creation.

12. Appalachian Regional Commission. The Subcommittee will closely examine the activities of the Appalachian Regional Commission including how it meets the needs of distressed counties in Appalachia, how it uses new and innovative ways to promote economic development, and its track record of success since its last reauthorization to ensure, as with EDA, projects funded result in economic growth and job creation.

13. Other Regional Economic Development Authorities. The Subcommittee will closely examine the activities of the other established development authorities, which are the Denali Commission, Delta Regional Authority, Northern Great Plains Regional Authority, Southeast Crescent Regional Commission, Southwest Border Regional Commission, and Northern Border Regional Commission. The Subcommittee will review these commissions and identify ways to streamline these programs and reduce any overlap to produce cost savings.

14. Emergency Management. The Subcommittee intends to undertake a review and assessment of the Nation's ability to prevent, prepare for, mitigate against, respond to, and recover from disasters and emergencies of all types including terrorism. In the 113th Congress, continued oversight will be needed as states continue to recover from prior disasters, such as Hurricane Sandy. In addition, the Subcommittee will continue its oversight of the implementation of reforms to the national preparedness system by the Federal Emergency Management Agency (FEMA) as required under the Post-Katrina Emergency Management Reform Act of 2006, as well as its oversight of FEMA's development of the Integrated Public Alert and Warning System.

## SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

1. MAP-21 Implementation. The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized federal surface transportation programs for the first time since 2005. Enacted in July of 2012, MAP-21 represents an investment in the Nation's transportation infrastructure that translates into safer travel, more efficient commerce, faster project approval and delivery, and the creation of thousands of jobs. A large part of the Subcommittee's oversight activities in the 113th Congress will focus on implementation of MAP-21, specifically in the following areas:

- Streamlining Project Delivery. MAP-21 reformed the project approval and delivery process for transportation and infrastructure projects. Time delays and inefficiencies in project delivery not only postpone needed improvements in our Nation's transportation infrastructure, but often result in increases in the cost of projects. MAP-21 streamlined this process by: allowing federal agencies to carry out their obligations for a project concurrently with the National Environmental Policy Act (NEPA) environmental review for that project; instituting a financial penalty to each federal agency that misses a deadline as part of the NEPA environmental review process; and providing categorical exclusions from the NEPA process for repair or reconstruction of an existing facility damaged by an emergency, for projects within the right-of-way, and for projects that receive limited federal funding. Most significantly, MAP-21 requires that all environmental reviews for a project be completed within four years. The Subcommittee will monitor and evaluate DOT's implementation of these project delivery provisions.

- Program Consolidation and Elimination. MAP-21 consolidated or eliminated nearly 70 DOT programs. Many of these programs served similar purposes and several of them were no longer necessary because the nature of our transportation system has changed over time. By consolidating some DOT programs and eliminating others, MAP-21 allows DOT to become more effective and efficient. The Subcommittee will monitor the implementation and effectiveness of program consolidation, as well as the organizational and staffing level changes at DOT, to ensure the agencies are structured and staffed in a way that is consistent with the changes made in MAP-21.

- Performance and Accountability. MAP-21 emphasized performance management by incorporating performance measures into the highway, transit, and highway safety programs. These performance measures will provide a more efficient federal investment by focusing federal funding on national transportation goals, increasing accountability and transparency, and improving transportation planning and project selection. These changes require state departments of transportation, localities, and public transit agencies to consider performance objectives in their transportation plans and project selection. The Subcommittee will monitor DOT's implementation of these performance management requirements, as well as the ability of states and public transit agencies to accurately collect and utilize relevant performance data.

- **Efficient Movement of Freight.** The United States economy relies heavily on the surface transportation network for the efficient movement of freight. MAP-21 recognizes the importance of freight movement to all aspects of American life and incentivizes projects that improve freight movement by increasing the federal share for such projects. The Subcommittee will conduct oversight of freight-related issues and the relevant provisions in MAP-21 to determine whether the surface transportation network is adequately accommodating current and future freight movement needs.

- **New Starts.** MAP-21 streamlines the project development process for the New Starts program by setting time limits on environmental reviews and consolidating the steps FTA must take in the project approval process. The Subcommittee will continue to conduct oversight on FTA's management of the New Starts program to ensure that the MAP-21 reforms are implemented in a way that expedites the lengthy process of moving a new fixed guideway transit project through development and into construction. The Subcommittee will also monitor the New Starts program to determine whether further reforms are warranted.

- **Transit Safety Oversight.** Statistically, rail transit is among the safest modes of transportation. However, there have been some high-profile rail transit accidents resulting in fatalities and injuries around the country in recent years. MAP-21 included several provisions related to transit safety. Rather than granting FTA broad regulatory authority, MAP-21 built on the transit State Safety Oversight model that was already established in law and provided a dedicated stream of federal funding for the state agencies that oversee the safety of rail transit systems. MAP-21 also required each recipient of federal transit funding to institute a public transportation agency safety plan before it can obligate federal funding. The Subcommittee will closely oversee FTA's implementation of the transit safety provisions in MAP-21 to ensure that it is being done in a way that is consistent with Congressional intent.

- **Public Transportation Emergency Relief Program.** MAP-21 establishes a public transportation emergency relief program to fund transit projects that have suffered damage as a result of a natural disaster or a catastrophic failure. This program may also fund transit operating expenses in areas impacted by a disaster or catastrophic failure if the area meets certain eligibility criteria. In October 2012, Hurricane Sandy caused substantial damage to transit systems in New Jersey and New York. However, in October 2012, FTA was still in the process of implementing the provisions in MAP-21 establishing the Public Transportation Emergency Relief program. The Subcommittee will oversee the implementation of the Public Transportation Emergency Relief program to ensure that the program is being established and implemented in accordance with congressional intent and to ensure that the funding distributed through the program meets the eligibility requirements in law. The Subcommittee will also evaluate funding expenditures from the Public Transportation Emergency Relief program to determine whether projects to mitigate the impacts of future

disasters should be funded through the Emergency Relief program or through other FTA programs.

2. **Sustainability of Surface Transportation Programs.** The federal highway, highway safety, and public transportation programs are user-fee financed through federal excise taxes levied on motor fuels and on various highway-related products such as tires and heavy trucks. Revenues from these user fees are deposited into the Highway Trust Fund (HTF) and may be used only for eligible transportation projects and activities. Current projections show that the cash balances in the HTF's Highway Account will be depleted sometime in fiscal year 2015, while the HTF's Mass Transit Account will be depleted at some point late in fiscal year 2014. The Subcommittee will monitor the status and solvency of the HTF, and its ability to fully fund the programs authorized under MAP-21 and to meet future surface transportation investment needs.

3. **Innovative Financing.** In order to provide the greatest number of project financing options to state departments of transportations, Congress has focused on implementing innovative financing measures. The Transportation Infrastructure Finance and Innovation Act (TIFIA) program, tolling options, and public-private partnerships (PPPs) are all tools that state departments of transportations can use when capitalizing surface transportation projects. The Subcommittee will continue to evaluate and determine the proper role that innovative financing tools and private investment may play in financing transportation projects and the factors that should be considered in making such determinations. The Subcommittee will also assess the extent to which states and localities are already using innovative techniques to finance projects and the extent to which states and localities have the fiscal and technical capacity to take advantage of these innovative financing options.

- **Transportation Infrastructure Finance and Innovation Act.** MAP-21 amended the TIFIA program in order to increase the impact and efficacy of these funds. MAP-21 increased the eligible federal share of TIFIA projects to 49 percent, increased the amount of TIFIA funds to \$1.75 billion over two years, made key reforms to ensure that funds were more readily available for projects that qualify for the TIFIA program, and eliminated the unofficial political "super-qualifications" that were sometimes imposed on TIFIA applications. The Subcommittee will monitor how these changes are implemented and determine whether any further amendments are necessary to maximize the usefulness of this program, as well as DOT's management of the program and oversight of projects receiving TIFIA credit assistance.

- **Tolling.** MAP-21 also expanded the ability of states to collect toll revenue from facilities on the federal-aid highway system. Specifically, any project that adds new lane capacity to the Interstate System can be tolled. States continue to have the ability to toll roads that are not on the Interstate System. Toll revenues can be used for debt service for the project, operating costs of the toll facility, or, if the toll facility is adequately maintained, then the revenue can be used for any other highway or transit project for which federal funds may be used. The Subcommittee will evaluate how DOT is implementing the tolling provisions in MAP-21 and how states use

this expanded tolling authority and determine whether any further changes are warranted.

- Innovative Finance Guidance to State and Local Governments. MAP-21 requires that DOT develop best practices for how state and local governments can work with the private sector to develop, finance, construct, and operate surface transportation projects in a manner that advances the public interest. While the decision to pursue a PPP is a state or local decision, MAP-21 requires DOT to provide technical assistance to states and local officials who are interested in pursuing PPPs for transportation projects. The Subcommittee will monitor DOT to ensure that they are providing requisite guidance to state and local governments interested in PPPs.

4. Transportation Planning and Major Construction Projects. The Subcommittee will conduct oversight of statewide and metropolitan transportation planning, as well as major highway and transit construction projects. The Subcommittee will analyze the board structure of metropolitan planning organizations (MPOs) to determine whether they contain a requisite level of technical expertise. Furthermore, the Subcommittee will examine the relationship between MPOs and state departments of transportation and public transit agencies to determine the appropriate level of interaction and cooperation between these three entities. As part of the Subcommittee's oversight of transportation planning, major surface transportation construction projects will also be examined to ensure that the planned cost for these projects is not being overrun. Many of the Nation's largest transportation projects experience significant cost overruns, and the Subcommittee will investigate these overruns to determine if they are due to changes in the construction market, project mismanagement, or other causes.

5. Compliance, Safety, Accountability Program. FMCSA identified limitations in its compliance and enforcement model used to measure the safety performance of motor carriers and target carriers for enforcement by the agency. On December 13, 2010, FMCSA launched its new Compliance, Safety, Accountability (CSA) Program, which uses existing safety data collected by FMCSA and state agencies to better target enforcement activities at truck and bus companies that have a history of safety violations. FMCSA believes that CSA will allow them to "do more with less" by identifying high-risk companies, focusing resources where they are most needed, and improving the safety records of those companies. During the 112th Congress, the Subcommittee held a hearing on the effectiveness of the CSA program and the impacts on truck and bus companies. As a result of the hearing, the Subcommittee requested an audit of the program by the DOT's Inspector General. The requested date for completion of the audit is late 2013, and the Subcommittee will continue to monitor developments with the CSA program.

6. Hours of Service. Since 1937, the federal government has set limits on the number of hours commercial drivers may be on duty and spend behind the wheel in order to promote the safety of truck and bus operations. On January 4, 2003, in response to a Congressional mandate enacted in 1995, FMCSA published new hours-of-service (HOS) regulations for all property-carrying interstate motor carrier operators. The HOS rules have been the subject of ongoing

litigation since 2003. On December 27, 2011, FMCSA issued a final rule revising the HOS requirements for commercial truck drivers. The new HOS final rule limits a truck driver's work week to 70 hours and stipulates that drivers cannot drive after working eight hours without first taking a break of at least 30 minutes. In addition, the rule requires truck drivers to take a "34-hour restart" in order to restart the clock on their work week. The "34-hour restart" provision must overlap during two periods between 1:00 a.m. and 5:00 a.m. The new HOS regulations become effective on July 1, 2013. The trucking industry has raised concerns that the proposed changes are overly complex, potentially reducing productivity. Law enforcement personnel have questioned whether the rules will require additional training for effective enforcement. The Subcommittee will maintain close oversight of the rulemaking process to ensure it furthers FMCSA's primary mission of safety, while ensuring the efficient movement of freight throughout the U.S. economy.

7. Highway Safety and Traffic Fatalities and Injuries. NHTSA reported that highway fatalities fell to 32,367 in 2011, marking the lowest level since 1949 and a 1.9-percent decrease from the previous year. This represents a 26-percent decline in traffic fatalities overall since 2005. However, fatalities increased in 2011 among large truck occupants (20 percent), bicyclists (8.7 percent), pedestrians (3.0 percent), and motorcycle riders (2.1 percent). Highway fatalities have high societal costs. According to FHWA estimates, the average cost of a roadway fatality is \$6 million and the average cost of a roadway injury is \$126,000. The Subcommittee will monitor the efforts and effectiveness of programs carried out by NHTSA, FMCSA and FHWA to improve highway safety.

8. Innovative Technologies. The Subcommittee will provide oversight on the development and demonstration of new transportation technologies that improve efficiency and safety on our Nation's highways and transit systems. Research in this area will help create jobs by encouraging development of sophisticated technologies that many state departments of transportation and localities could implement on their roads, transit systems, and bridges. Implementation of these technologies can improve operational performance of the surface transportation network, which allows for the better use of the existing capacity on roads and transit systems. DOT is currently researching connected vehicle technologies, which are designed to increase situational awareness and reduce or eliminate crashes through vehicle-to-vehicle and vehicle-to-infrastructure data transmission that supports: driver advisories, driver warnings, and vehicle and infrastructure controls. The Subcommittee will monitor developments in this area and ensure that such developments maximize the efficiency of the Nation's transportation system and the safety of its users to ensure the research carried out under these programs achieves the objectives established by Congress, and is being conducted and deployed in an effective manner.

9. Research Structure at the Department of Transportation. The Department of Transportation's research, development, and technology program is established to foster innovations leading to effective, integrated, and intermodal transportation solutions. MAP-21 established the following objectives for DOT research activities: improving highway safety, improving infrastructure integrity,

strengthening transportation planning and environmental decision-making, reducing congestion, improving highway operation, enhancing freight productivity, and exploratory advanced research. The Research and Innovative Technology Administration (RITA) oversees the Intelligent Transportation Systems (ITS) program. RITA's Joint Program Office has Department-wide authority in coordinating the ITS program and initiatives among FHWA, FMCSA, FTA, and NHTSA, as well as the Federal Railroad Administration, and the Maritime Administration. Research activities at DOT are scattered among many different agencies and offices. Concerns have been raised in regards to how this structure affects the overall research effectiveness of the Department. The Subcommittee will conduct oversight activities to determine the appropriate way to administer the Department's research programs.

#### SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS

1. DOT Fiscal Year 2014 and 2015 Budgets. The Subcommittee will review and evaluate the fiscal year 2014 and fiscal year 2015 budget proposals for FRA, Amtrak, the Surface Transportation Board, the Railroad Retirement Board, the National Mediation Board, and the Pipelines and Hazardous Materials Safety Administration (PHMSA).

2. Reauthorization of the Federal Railroad Administration's Safety Program. The FRA's rail safety program was last authorized in the Rail Safety Improvement Act of 2008 (RSIA), which expires at the end of fiscal year 2013. In preparation for reauthorizing the FRA safety programs, the Subcommittee will conduct oversight on FRA's enforcement and rulemaking activities since the last authorization in RSIA, as well as the various safety laws that govern railroad operations.

3. Reauthorization of the Federal Railroad Administration's Rail Infrastructure Programs. The FRA also administers several rail infrastructure programs, including the Railroad Rehabilitation and Improvement Financing (RRIF) loan program, the High-Speed Intercity Passenger Rail (HSIPR) program, and the Rail Line Relocation and Improvement Capital Grant (RLR) program. RRIF is a direct and guaranteed loan program for rail and rail-intermodal infrastructure projects with \$35 billion in loan authority. The HSIPR program is a consolidation of two capital grant programs authorized in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA)—the intercity passenger rail service grants to states, and the high-speed rail corridor development grants. These programs were appropriated a total of \$10.1 billion and 99 percent of the funds have been obligated as of December 2012. The RLR program is a state grant program to aid in the mitigation of adverse effects caused by the presence of rail infrastructure. A total of \$90 million has been appropriated to the program and all funding has been awarded. The Subcommittee will conduct oversight of these rail infrastructure programs, with a view toward reauthorization.

4. Reauthorization of Amtrak. The Amtrak Reform and Accountability Act of 1997 fundamentally altered the statutory status of Amtrak, a corporation, by freeing Amtrak from a variety of detailed statutory restrictions governing the company's route system, capital structure, labor relations, and corporate governance. In 2008,

PRIIA established more reforms and operational improvements along with authorizing appropriations for Amtrak capital grants, operating grants, and the Amtrak Inspector General. The Subcommittee will examine various aspects of Amtrak's performance with a view to reauthorization.

5. Pipeline Safety Programs. The Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 reauthorized federal pipeline safety programs through fiscal year 2015. It provides for enhanced safety and reliability in pipeline transportation and ensures regulatory certainty, which will help create a positive environment for job development. The legislation was enacted on January 3, 2012. The Subcommittee will conduct oversight of the Office of Pipeline Safety at PHMSA regarding implementation of the Act.

6. Hazardous Materials Safety Programs. The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized PHMSA's hazardous materials safety programs. MAP-21 secured regulatory reforms, enhanced hazardous materials safety and enforcement, improved training, data collection, and research. As PHMSA's Office of Hazardous Materials Safety continues implementation of MAP-21, the Subcommittee will conduct oversight on that progress.

#### SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

1. Clean Water Act and Water Infrastructure Programs. The Subcommittee will conduct oversight of wastewater treatment and water pollution control funding issues, including levels and sources of funding and management of grant and loan programs; wastewater security; and infrastructure needs. Oversight also will include a review of the effectiveness of watershed, market, and performance-based approaches to addressing local water pollution concerns; issues involving the development and implementation of total maximum daily loads, water quality standards, effluent limitations, and permitting; nutrients policies under the Clean Water Act; data quality issues; and continued efforts to improve the management of combined and sanitary sewer overflows, stormwater, and nonpoint source pollution. Additionally, the Subcommittee's oversight will include a review of the Environmental Protection Agency's implementation of integrated approaches to municipal stormwater and wastewater management through EPA's integrated planning approach framework. The Subcommittee will investigate whether non-regulatory approaches, such as market-based approaches and other innovative approaches undertaken by state and local governments, may result in improvements to the environment. The Subcommittee may review the implications of addressing certain pollutant discharges, including discharges of pesticides, ballast water, incidental discharges from vessels, stormwater, and water transfers, through traditional Clean Water Act permitting requirements.

Continued improvement of water quality will likely require a combination of regulatory and non-regulatory approaches, as well as continued investment in water infrastructure programs. The Subcommittee will pursue and examine finding innovative ways to finance new and replacement of old water infrastructure projects; providing states, counties, and towns with additional tools and



flexibility to address local environmental challenges; and demanding increased efficiency from federal expenditures.

2. Army Corps of Engineers Water Resources Program. The Subcommittee will review efforts to improve the efficiency and effectiveness of the organization and the management and mission of the civil works program of the Army Corps of Engineers (Corps), including the selection, planning, and implementation of water resources projects; financing of harbor and inland waterways infrastructure, and utilization of large, medium, and small harbors; the backlog of uninitiated Corps construction projects, including prioritization of projects; asset management of projects in its operation and maintenance account, including existing and future levels of service; and efforts to improve the efficiency, effectiveness, and consistent implementation of the agency's regulatory programs, including those pertaining to wetlands (including the scope and procedural and substantive requirements of the permitting programs) and dredging activities. The Subcommittee will review the Corps' implementation of provisions of the Water Resources Development Act of 2007, including those that were intended to streamline the project planning process.

Continued investments in our Nation's infrastructure will create jobs and support a healthy economy. The Subcommittee will focus on getting projects for the Nation built more efficiently and cost effectively, thereby more quickly delivering project benefits to the public, while ensuring compliance with existing planning and environmental laws.

3. EPA—Superfund/Comprehensive Environmental Response, Compensation, and Liability Act and Brownfields. The Subcommittee will review efforts to improve the efficiency and effectiveness of the contaminated site cleanup process and the process of assessing natural resources damages; review the liability, financing, and settlement mechanisms and procedures under the current Superfund program, including implementation of the Small Business Liability Relief and Brownfields Revitalization Act; review the role of the states in conducting and financing cleanups; review the relationships among the states, EPA, and other federal entities in implementing the Superfund/Brownfields program; and review ongoing federal, state, and local efforts to revitalize brownfields, including implementation of the expired Small Business Liability Relief and Brownfields Revitalization Act.

Brownfields and Superfund sites drive down property values and tax revenues and are a major blight on many of our cities and towns. The Subcommittee will work to promote state, local, and private efforts to clean up and redevelop Superfund and brownfields sites.

4. Tennessee Valley Authority. The Subcommittee will review the management of the Tennessee Valley Authority (TVA) and its programs, including its energy program and operations in the current marketplace and the impact of TVA debt on its long-term goals. Until mid-2006, the Tennessee Valley Authority had made significant payments on its long-term debt in an attempt to reduce its total financing obligations. Since 2006, however, TVA's debt has begun to steadily climb to levels that may place the taxpayer at risk. TVA's debt is statutorily capped at \$30 billion and at the end of fiscal year 2012 carried just over \$25 billion in total debt. The

Subcommittee will initiate a review of TVA's commitment to long-term financial sustainability to lessen the risk posed to bondholders, ratepayers, and the taxpayer.

**HEARINGS HELD PURSUANT TO CLAUSES 2(n), (o), AND  
(p) OF RULE XI**

113-2 "Coast Guard Mission Balance." Subcommittee on Coast Guard and Maritime Transportation. February 26, 2013

113-11 "GAO Review: Are Additional Federal Courthouses Justified?" Full Committee. April 17, 2013

113-18 "Saving Taxpayer Dollars: Freezing the Federal Real Estate Footprint." Subcommittee on Economic Development, Public Buildings, and Emergency Management. May 22, 2013

113-30 "Causes of Delays to the FAA's NextGen Program." Subcommittee on Aviation. July 17, 2013

113-31 "How the Financial Status of the Highway Trust Fund Impacts Surface Transportation Programs." Subcommittee on Highways and Transit. July 23, 2013

113-40 "Review of FAA's Certification Process: Ensuring an Efficient, Effective, and Safe Process." Subcommittee on Aviation. October 30, 2013

113-41 "Progress Report: Hurricane Sandy Recovery One Year Later." Full Committee. November 14, 2013

113-52 "The FAA Modernization and Reform Act of 2012: Two Years Later." Subcommittee on Aviation. February 5, 2014

113-59 "Oversight of the U.S. Department of Transportation's Implementation of MAP-21 and Fiscal Year 2015 Budget Request for Surface Transportation." Subcommittee on Highways and Transit. March 12, 2014

113-71 "Examining the Federal Protective Service: Are Federal Facilities Secure?." Subcommittee on Economic Development, Public Buildings, and Emergency Management. May 21, 2014

113-73 "Potential Impacts of Proposed Changes to the Clean Water Act Jurisdictional Rule." Subcommittee on Water Resources and Environment. June 11, 2014

113-75 "Airport Financing and Development." Subcommittee on Aviation. June 18, 2014

113-74 "Maintaining Coast Guard Readiness." Subcommittee on Coast Guard and Maritime Transportation. June 18, 2014

113-80 "GSA Tenant Agencies: Challenges and Opportunities in Reducing Costs of Leased Space." Subcommittee on Economic Development, Public Buildings, and Emergency Management. July 30, 2014

113-83 "FAA Reauthorization: Issues in Modernizing and Operating the Nation's Airspace." Full Committee. November 18, 2014

113-84 "U.S. Unmanned Aircraft Systems: Integration, Oversight, and Competitiveness." Subcommittee on Aviation. December 10, 2014